

# IDAHO 55 SOUTH CORRIDOR PLAN MARSING TO NAMPA



NEW MEADOWS

MCCALL

DONNELLY

CASCADE

HORSESHOE  
BEND

EAGLE

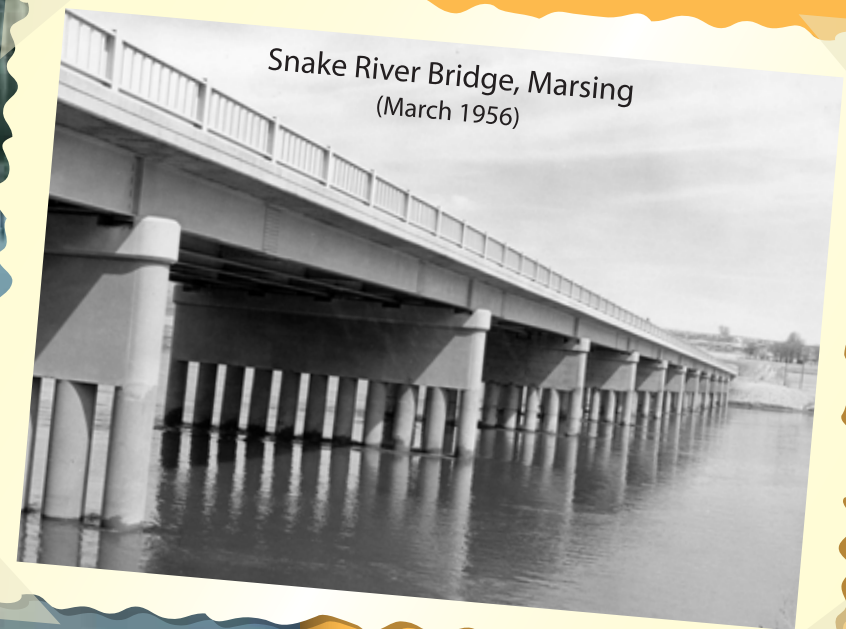
BOISE

MERIDIAN

NAMPA

CALDWELL

MARSING



Snake River Bridge, Marsing  
(March 1956)

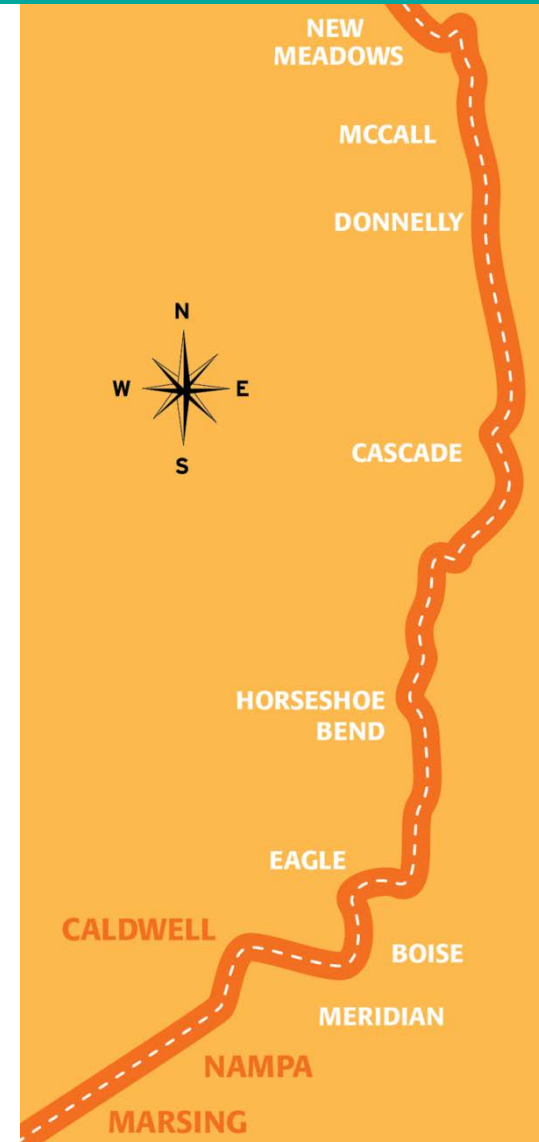


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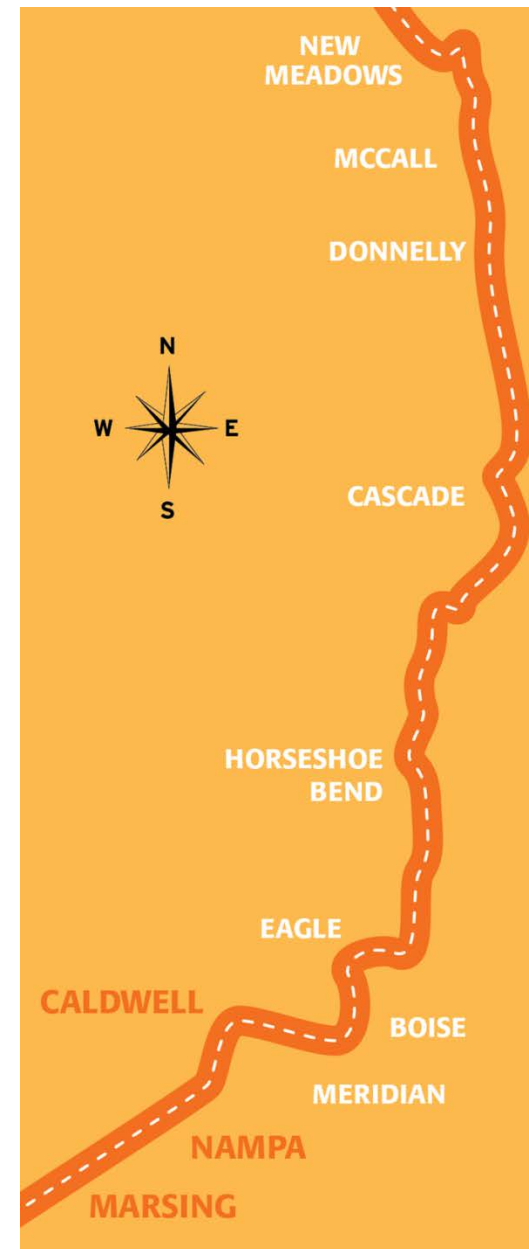
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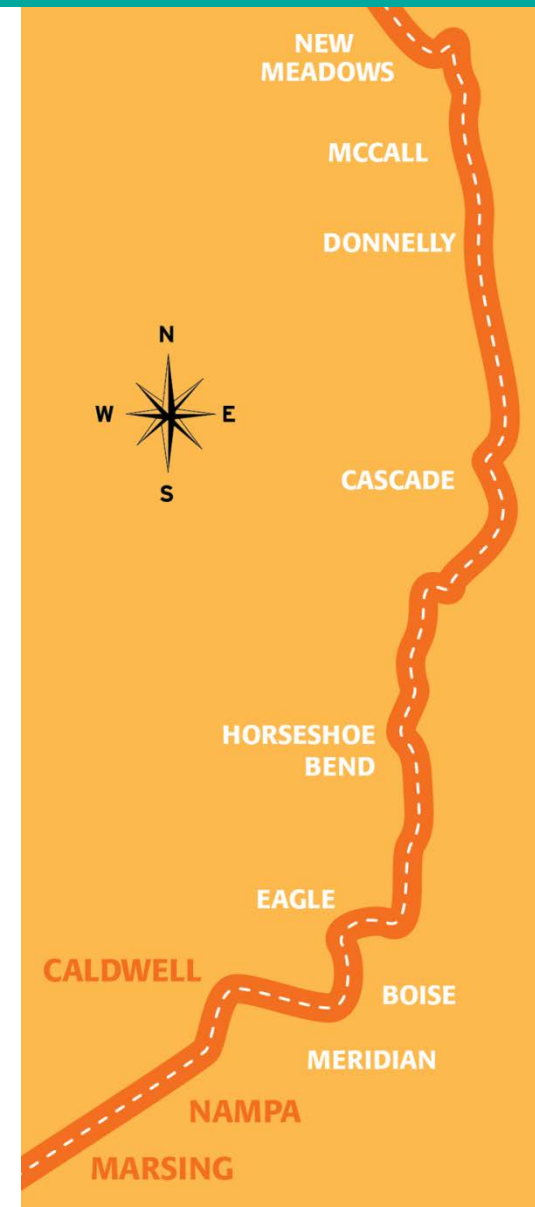




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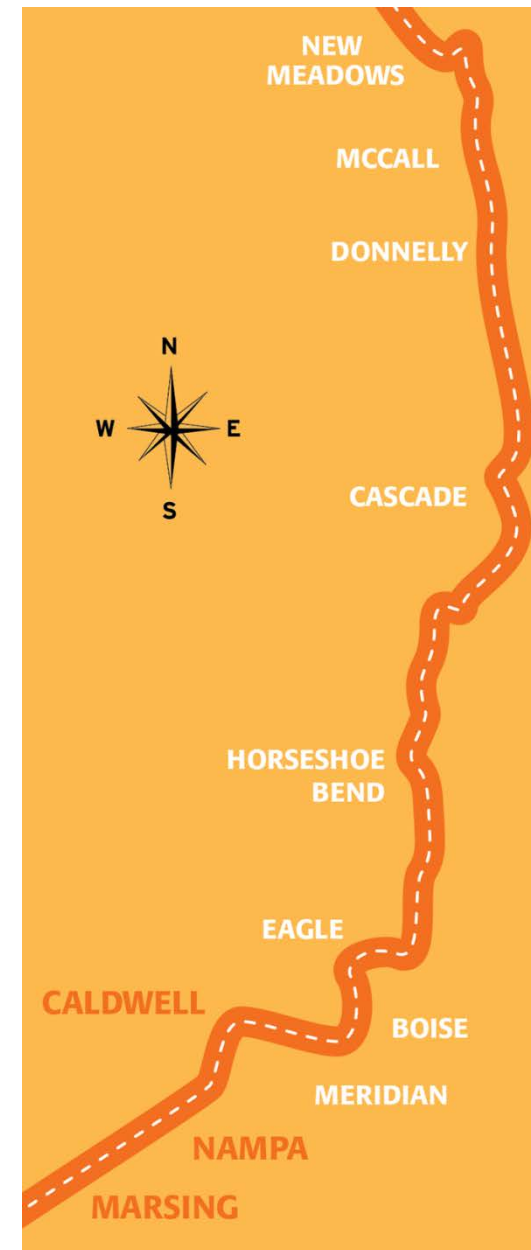
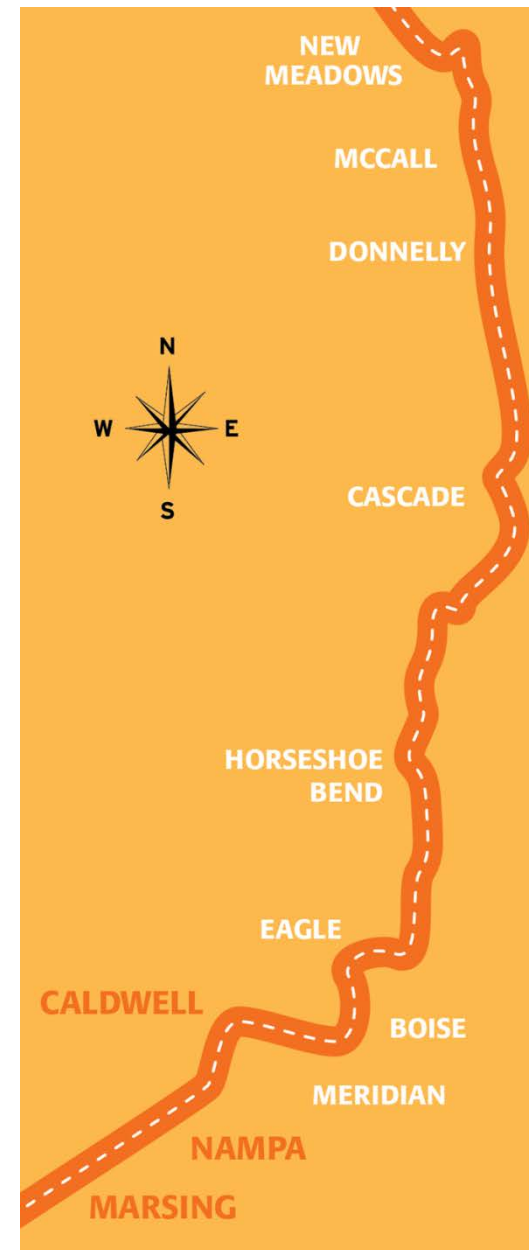




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## Executive Summary

The Idaho 55 South Corridor Plan studies Idaho 55 from the Idaho Oregon Nevada (ION) Junction with U.S. 95 in Owyhee County to the Karcher Interchange at Interstate 84 in Canyon County. The plan is an evaluation of current and future transportation, traffic and regional conditions that the Idaho Transportation Department (ITD) will use to plan future highway improvements. The eastern end of the corridor has had a number of property developments in the last decade, and commercial and residential zoning has increased in what had been irrigated agriculture land.

As a part of this corridor plan, an Access Management Plan (AMP) and multi-lane highway concept design plan were developed in conjunction with a public involvement effort. The corridor plan identifies 15 projects related to safety and capacity and recommended these projects be implemented before 2025. Six of the 15 projects have already been included in the current Idaho Transportation Improvement Program (ITIP).



## Introduction

A Corridor Plan is a long-range planning document that describes the current characteristics of a transportation corridor and identifies needs within a twenty-year timeframe. The development of Corridor Plans for Idaho highways was authorized by Idaho Transportation Board Resolution TB97-06 in January 1997. Specific guidance for producing a Corridor Plan is provided through the “Idaho Corridor Planning Guidebook,” dated December 2006, and ITD Director’s Memorandum Number 22, dated January 30, 2009.

A Corridor Plan is not limited to solely the highway, but to a transportation corridor including all modes of transportation: motor vehicles, bicycle, pedestrian, rail and aviation. The width of a transportation corridor varies and is usually defined by major parallel arterial/collector roadways and/or geographic features that channel or prohibit roadways.

## Corridor Description

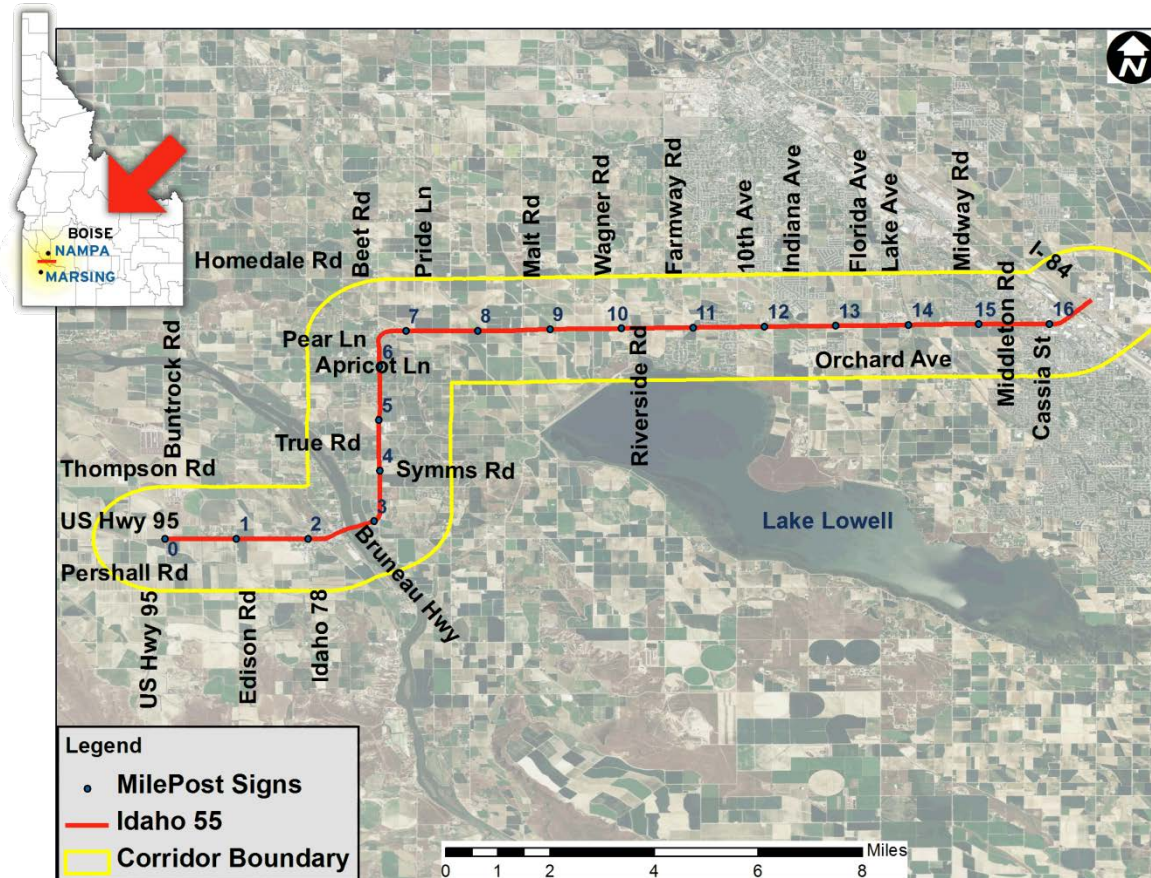
The west end of the Idaho 55 south corridor begins at the ION Junction with U.S. 95. The highway proceeds east a mile and a half past irrigated farmland, and then goes through the City of Marsing. After crossing the Snake River, Idaho 55 turns north for three miles passing orchards and vineyards, then turns east passing irrigated farmland for four and a half miles before going by three 1960 to

The purpose of the Idaho 55 South Corridor Plan is to maintain functionality and improve safety on Idaho 55 from the ION Junction (with U.S. 95 in Owyhee County) east to Interstate 84 in Nampa, Idaho. There is a need to manage access to and from the highway; work with local jurisdictions to match land use to the highway’s traffic volume capacity; develop a project list to improve the operation and safety of the highway; and develop geographically based data sets to support those needs.

1970 era subdivisions. The next four miles are a mixture of irrigated farmland, 2000 era subdivisions, commercial and medical land uses. The final mile through the City of Nampa is a mix of retail, apartments, a mobile home park and a church. Idaho 55 terminates at the Karcher Road interchange with Interstate 84. **Figure 1 (see page 8)** illustrates the planning corridor.



**Figure 1: Idaho 55 South Planning Corridor**



### **Corridor Limits**

The Corridor Plan covers 16.766 miles of Idaho 55. The Idaho Transportation Department mile post (MP) identifiers are from 0.000 at the west end to 16.766 on the east end.

### **Corridor Width**

Idaho 55 is primarily a two-lane facility in the study area except in the vicinity of Nampa-Caldwell Boulevard where it widens to four lanes. The local road network is mostly on a one-square mile grid so the corridor study width is one mile to each side of the highway.



### **Corridor Function**

Idaho 55 is identified as a rural principal arterial west of Farmway Road and an urban principal arterial east of it. It is also designated as a part of both the National Highway System and the National Truck Network.

Locally, the highway provides mobility for commuters, students and shoppers. Regionally, the highway is a link for both freight and travelers between the Treasure Valley and U.S. 95, which continues through Oregon and Nevada connecting to Interstate 80 at Winnemucca.

## **Route History**

Idaho 55 was originally designated a state highway on October 15, 1919. It was named the “Owyhee Highway” because at that time, highways were named in documents of record rather than numbered. The limits of the highway were between Nampa and Caldwell via the Pickle Butte Bridge to the Idaho-Oregon State Line, about 2½ miles south of Rockville. No new roads were built; existing roads were signed as the highway.

Three State Aid Projects: SAP 194-A, SAP 194-B and SAP 199-A paved the roadway in 1932. A more detailed designation was adopted on October 25, 1933, superseding the original 1919 designation.

The highway was re-designated as State Highway 72 after State Highway 18 became U.S. 20 on June 3, 1940. On September 11, 1967, State Highway 72 was again re-designated to the current State Highway 55.

Additional right-of-way (R/W) was purchased to construct the curve east of the Snake River Bridge at Marsing under Project Number F-3111(1). This project included the construction of the current 774.5 ft. steel bridge. The project was completed on August 1, 1955.

Additional R/W was purchased to construct the curve connecting Sunnyslope Road and Karcher Road under Project Number F-3111(2). This project was completed on July 22, 1960.

The original 1932 wooden bridges over the Burris Lateral, Deer Flat Canal, Phyllis Canal, Wilson Drain and Elijah Drain were replaced with concrete bridges by Project Number EHS-F-3111(15). The project was awarded on October 25, 1972.

Additional R/W was purchased for intersection improvement projects on Midway Road (1985), Middleton Road (1991), Malt Road (1992), 10<sup>th</sup> Avenue (1996) and Farmway Road (2005). Intersection improvement projects on Nampa-Caldwell Boulevard (1984), Indiana Avenue (1985), Farmway Road (1985), Lake Avenue (1985) and Middleton Road (1985) did not require additional R/W.

Sunnyslope Road north of True Road required additional R/W for its expansion from two lanes to five lanes. The concept for this project was accepted on April 17, 1995, but the construction contract was not awarded until November 17, 2005.

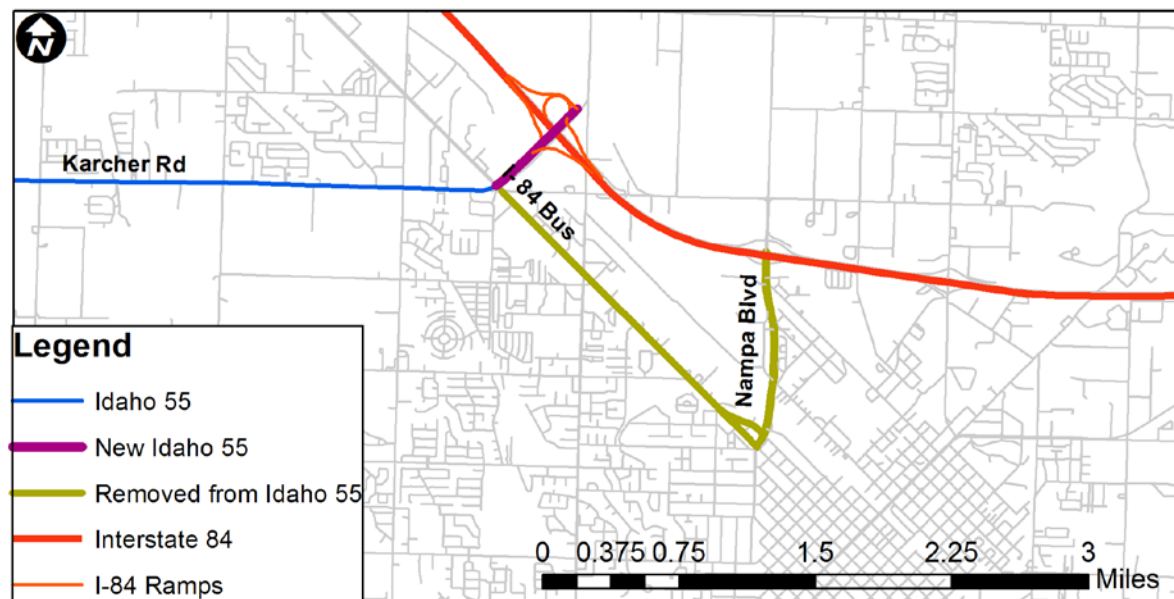
The most recent major project on this highway was the construction of the Karcher Interchange with Interstate 84. The first public



hearing on this project was held on August 1, 1975. The Federal Highway Administration (FHWA) approved the location on February 20, 1980 but denied use of interstate funding. A design consultant was hired on April 16, 1985. Concept and location were approved on April 16, 1987 followed by design approval on April 19, 1990. The construction contract was awarded on July 20, 2005, and the

project was completed in December 2006. Coincident with project completion, Idaho 55 was re-designated to terminate at the north end of the I-84 interchange instead of continuing along Nampa-Caldwell Boulevard at Northside Boulevard. **Figure 2** illustrates this re-designation.

**Figure 2: Idaho 55 Alignment Change in December 2006**



### ***Scenic Byway Designation***

The Snake River Canyon Scenic Byway, designated on October 25, 2007, crosses Sunnyslope Road (Idaho 55) on Lowell Road.

## Existing Transportation Conditions

Existing corridor conditions were identified through three public information meetings, discussions with local jurisdictions and ITD maintenance personnel, and data sourced from both ITD and local governments. The highway primarily is a two-lane rural roadway with minimal shoulders. Within the cities of Marsing and Nampa, there are four-lane roadway segments with curb, gutter and sidewalk. There is on-street parking in Marsing.

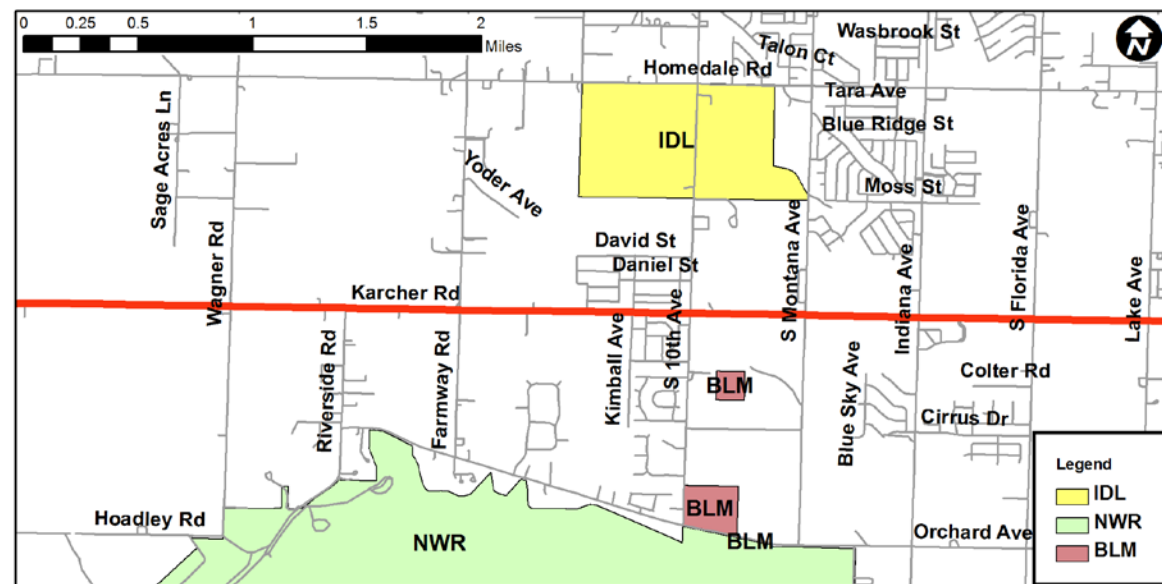
The Corridor Plan separates the highway into a number of segments to better understand its performance. A roadway segment is defined as:

The portion of a highway, including shoulders, for vehicle use. A roadway segment consists of a continuous portion of a roadway with similar geometric, operational, and vehicular characteristics. Roadways where significant changes in these characteristics are observed from one location to another should be analyzed as separate segments.<sup>1</sup>

**Table 1 (see page 12)** provides a summary of existing and future transportation conditions in the corridor.

ITD R/W for Idaho 55 consists of in-fee title deeds, easements and platted dedications. Property adjacent to the R/W is all privately owned. Five public owned parcels are located in the study corridor in the vicinity of 10<sup>th</sup> Avenue. Three of these parcels are owned by Bureau of Land Management (BLM), one by Idaho Department of Lands (IDL) and one by the U.S. Fish & Wildlife Service National Wildlife Refuge (NWR) at Lake Lowell. See **Figure 3**.

**Figure 3: Idaho 55 Corridor Public Land Ownership**



<sup>1</sup> 2010 Highway Safety Manual, 1<sup>st</sup> Edition Volume 3, American Association of State Highway Transportation Officials, page 13-2

**Table 1: Idaho 55 South Corridor Plan Summary Conditions<sup>2</sup>**

<b>Segment Mileposts</b>	<i>Begin Description</i>	<i>End Description</i>	<i>Segment Description</i>	<i>Traffic Volumes (2011 AADT)</i>	<i>2011 Level of Service</i>	<i>Percentage Trucks</i>	<i>Future Traffic (2025 AADT)</i>	<i>2025 Future Level of Service</i>	<i>Future Traffic (2035 AADT)</i>
0.000 - 1.648	Junction U.S. 95	Marsing City Limits	Rural	3,300 - 4,300	A	13%	4,300 - 5,600	A	5,000 - 6,500
1.648 - 2.289	Marsing City Limits	3rd Avenue West	City of Marsing	4,300 - 6,100	A	11%	5,600 - 8,000	B	6,600 - 9,300
2.289 - 2.650	3rd Avenue West	Canyon County Line	City of Marsing	6,100	A	11%	8,000	A	9,300
2.650 - 3.838	Canyon County Line	north of Symms Road	Rural	5,000	A	13%	6,500 - 12,200	A/B	7,600 - 15,300
3.838 - 6.370	north of Symms Road	north of Pear Lane	Rural	4,800	A	13%	6,300 - 15,100	A	7,300 - 19,800
6.370 - 11.621	north of Pear Lane	Farmway Road	Rural	4,800 - 9,200	B/C	9%	6,300 - 15,000	A/C	7,300 - 17,400
11.621 - 15.818	Farmway Road	Sundance Road	Rural Transition Development	8,400 - 16,500	B/C	5%	10,900 - 23,400	B/E	12,700 - 28,600
15.818 - 16.154	Sundance Road	Nampa-Caldwell Blvd	City of Nampa	17,500	C/B	5%	22,100 - 24,50	B	28,200 - 30,100
16.154 - 16.766	Nampa-Caldwell Blvd	Karcher Extension Road	Interstate Interchange	36,000	B - D	3%	41,200 - 46,600	C - E	45,000 - 51,800

<sup>2</sup> Mileposts 16.154 and 16.766 show split Level of Service (LOS) values. The LOS "D" value in 2011 and "E" values in 2025 and 2035 represent traffic congestion in the one through lane of Midland Boulevard entering the interchange from the north.







<b>Segment Mileposts</b>	<b>2035 Future Level of Service</b>	<b>Signed Speed Limit</b>	<b>Lane Configurations</b>	<b>Turn Lanes</b>	<b>Pedestrian Facilities</b>
0.000 - 1.648	A	55 MPH	2	None	None
1.648 - 2.289	B	35 - 25 MPH	2	None	Curb, gutter, sidewalk: west side MP 2.156-2.529
2.289 - 2.650	A	25 - 35 MPH	4	None	Curb, gutter, sidewalk: west side MP 2.156-2.529, east side MP 2.289-2.529
2.650 - 3.838	A/C	35 - 55 MPH	2	None	None
3.838 - 6.370	A	55 MPH	5	center two-way left turn lane	None
6.370 - 11.621	A/C	55 MPH	2	Left turn bay: Malt Road, Farmway Road, S 10th Avenue	None
11.621 - 15.818	E	55- 45 MPH	2	Left turn bay: S 10th Avenue, Montana Road, Indiana Road, Indiana Road, Florida Road, Lake Avenue, Midway Avenue, Middleton Road	None
15.818 - 16.154	C	45 - 40 MPH	4	Left turn bay: Cassia Street, Nampa-Caldwell Blvd	Curb, gutter, sidewalk: west side MP 15.881-16.154, east side MP 15.881-16.154
16.154 - 16.766	C/D - E	40 MPH	4 + 2 slip lanes	Left turn bay: I-84 WB on-ramp, I-84 EB on-ramp	Curb, gutter, sidewalk: east side MP 16.154-16.766



<b>Segment Mileposts</b>	<i>Paved Shoulder Width</i>	<i>Pavement Conditions</i>	<i>Bridge Sufficiency</i>	<i>Right-of-Way Width</i>	<i>Utilities</i>
0.000 - 1.648	7-feet both sides	Poor - deficient under cracking	n/a	66 feet	Idaho Power overhead transmission lines from M.P. 0.000 to 15.895
1.648 - 2.289	7-feet both sides	Poor - deficient under cracking	n/a	66 feet	
2.289 - 2.650	urban	Fair	Snake River - 11	80 feet	
2.650 - 3.838	2-feet both sides	Very Poor - deficient under cracking	n/a	90 - 125 feet	
3.838 - 6.370	4 to 8 feet both sides	Good	Low Line Canal - 98.4	98 - 123 feet	
6.370 - 11.621	1-feet both sides	Poor - deficient under cracking	High Line Canal - 98.8 Low Line Canal - 98.1 North Canal - 98.0 Burris Lateral Canal - 97.1	66 feet	
11.621 - 15.818	1-feet both sides	Poor / Very Poor - deficient under cracking	Deer Flat Canal - 77.1 Phyllis Canal - 96.9 Wilson Drain - 94.3 Elijah Drain - 93.3	66 feet	Natural Gas line markers: south side MP 13.820, south side MP 14.037
15.818 - 16.154	urban	Good	n/a	66 - 95 feet	
16.154 - 16.766	urban	Good	Union Pacific RR - 95.8 Indian Creek - 98.0	274 - 443 feet	



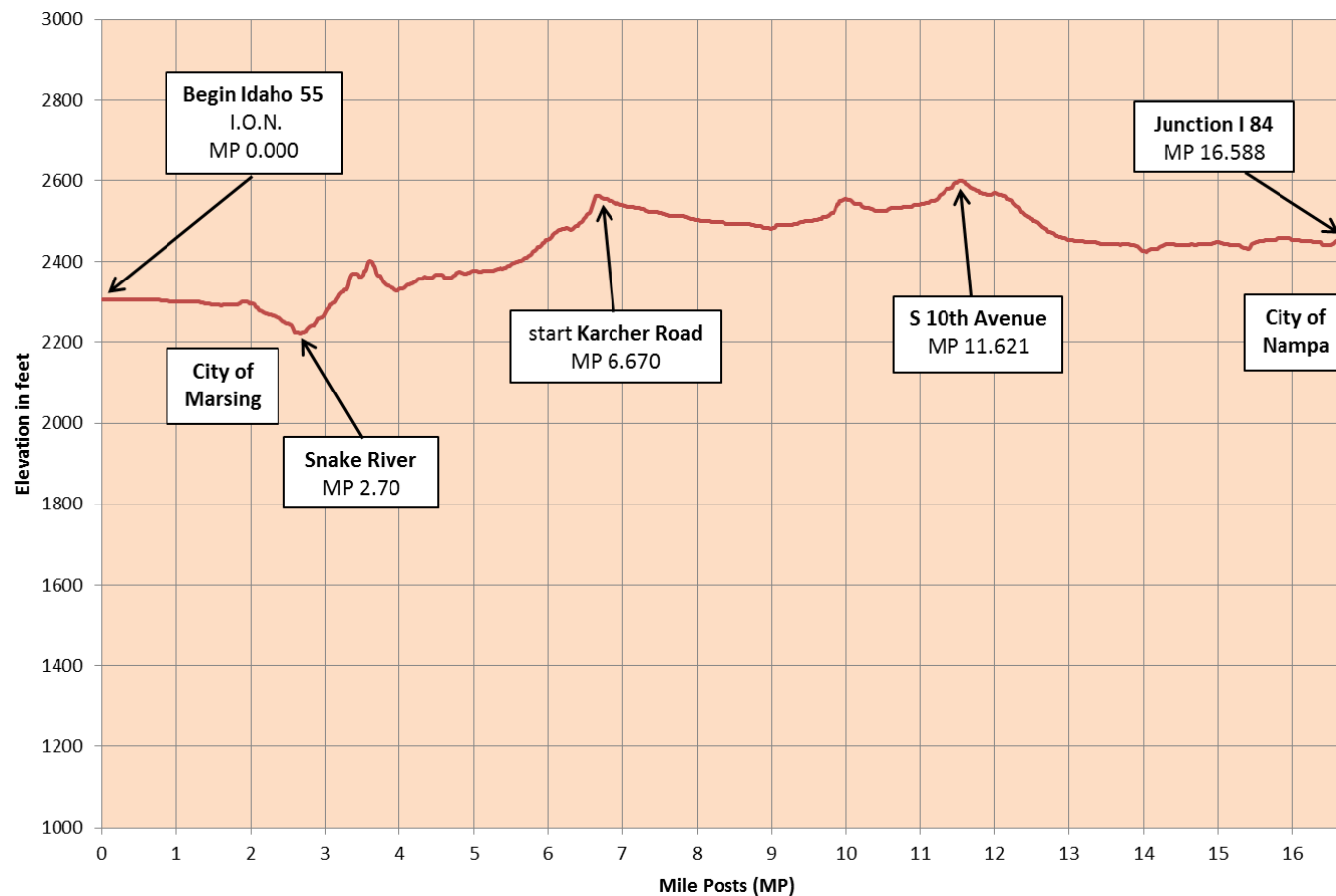


### Terrain Profile

Most of Idaho 55 runs directly east-west along township lines or north-south along ranges lines as identified in the Public Land Survey System (PLSS). The terrain is flat in Owyhee County but becomes rolling hills after crossing the Snake River until reaching

Karcher Road. Along Karcher Road the terrain is generally flat but there are two ridge lines: one just west of Riverside Road and the other at South 10<sup>th</sup> Avenue. See **Figure 4**.

**Figure 4: Elevation Profile Idaho 55 South Corridor**





### **Parallel Roadways**

The local road network is primarily on a one-mile grid, as originally surveyed in the 19<sup>th</sup> century. In Owyhee County, East Thompson Road is one mile north of Idaho 55 and East Pershall Road is one mile to the south. In Canyon County, Sunnyslope Road does not have a through local road to the west south of Lowell Road but does

have Chicken Dinner Road one mile east. Karcher Road has Homedale Road one mile north but Orchard Avenue, one mile south, only runs east of Riverside Road.

Most of the through cross roads are also on a one-mile grid. Exceptions on the half-mile are Pride Lane, Montana Avenue and Florida Avenue in Canyon County.

## **Traffic and Transportation**

Traffic volumes are collected by permanent Automatic Traffic Recorders (ATRs) at three locations on Idaho 55:

- Sunnyslope Road south of Lowell Road
- Karcher Road east of Indiana Avenue
- Karcher Road east of Nampa-Caldwell Boulevard (I-84B).

Additional short-term traffic volume counts of 48-hour duration are periodically collected with traffic tubes throughout the corridor.

Turning volume counts are collected upon special request. These involve one or more employees being on-site and manually collecting both through traffic counts and turning traffic counts. This was done for six intersections on Karcher Road (see Appendix A).

Average hourly traffic volumes combined for both travel directions by day of week collected between February/March 2011 and March 2013 are displayed in **Figure 5** for Sunnyslope Road at Lowell Road and **Figure 7 (see page 19)** for Karcher Road at Indiana Avenue.

Average hourly traffic volumes combined for both travel directions by day of week collected between June 2011 and May 2013 are displayed in **Figure 9 (see page 21Error! Bookmark not defined.)** for Karcher Road at Nampa-Caldwell Boulevard.

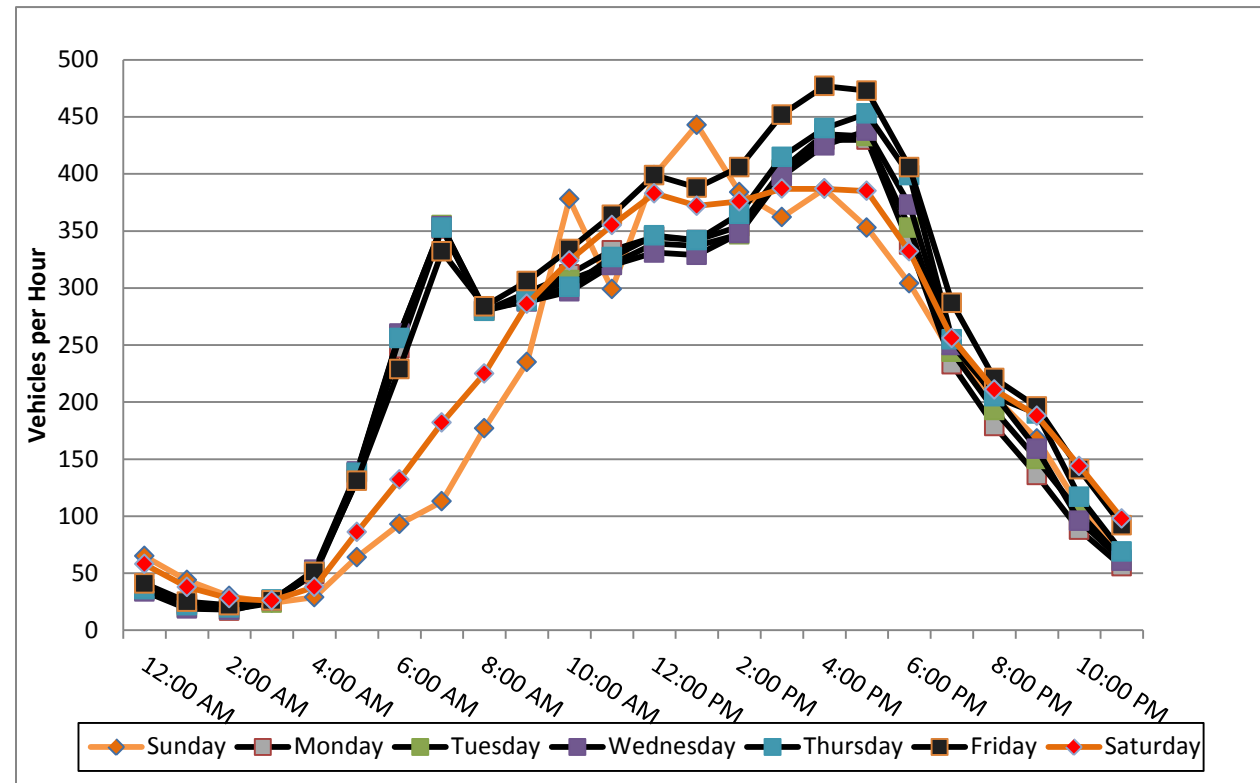


### Traffic Conditions at the Sunnyslope Road Automatic Traffic Recorder

The weekday counts (black lines) show a 7:00 a.m. to 8:00 a.m. morning peak followed by a second higher peak from 5:00 p.m. to 6:00 p.m. The Friday afternoon peak is higher than the other weekdays. Saturday counts (orange line with red diamonds) show a mid-day plateau from 11:00 a.m. to 6:00 p.m. rather than the double peaks of the weekdays. Sunday counts (orange line with orange diamonds) show a double peak at 10:00 a.m. and 1:00 p.m.

About 12 percent of vehicles counted were longer than 23 feet and are considered to be commercial, but could also include recreational vehicles.

Figure 5: Sunnyslope Road Vehicles per Hour



The primary flow of direction of the average hourly traffic volumes for weekdays collected between February/March 2011 and March 2013 are displayed in **Figure 6 (see page 18)** for Sunnyslope Road at Lowell Road and **Figure 8 (see page 20)** for Karcher Road and Indiana Avenue. The primary flow of direction of the average hourly

traffic volumes for weekdays collected between June 2011 and May 2013 are displayed in **Figure 10 (see page 22)** for Karcher Road and Nampa-Caldwell Boulevard.



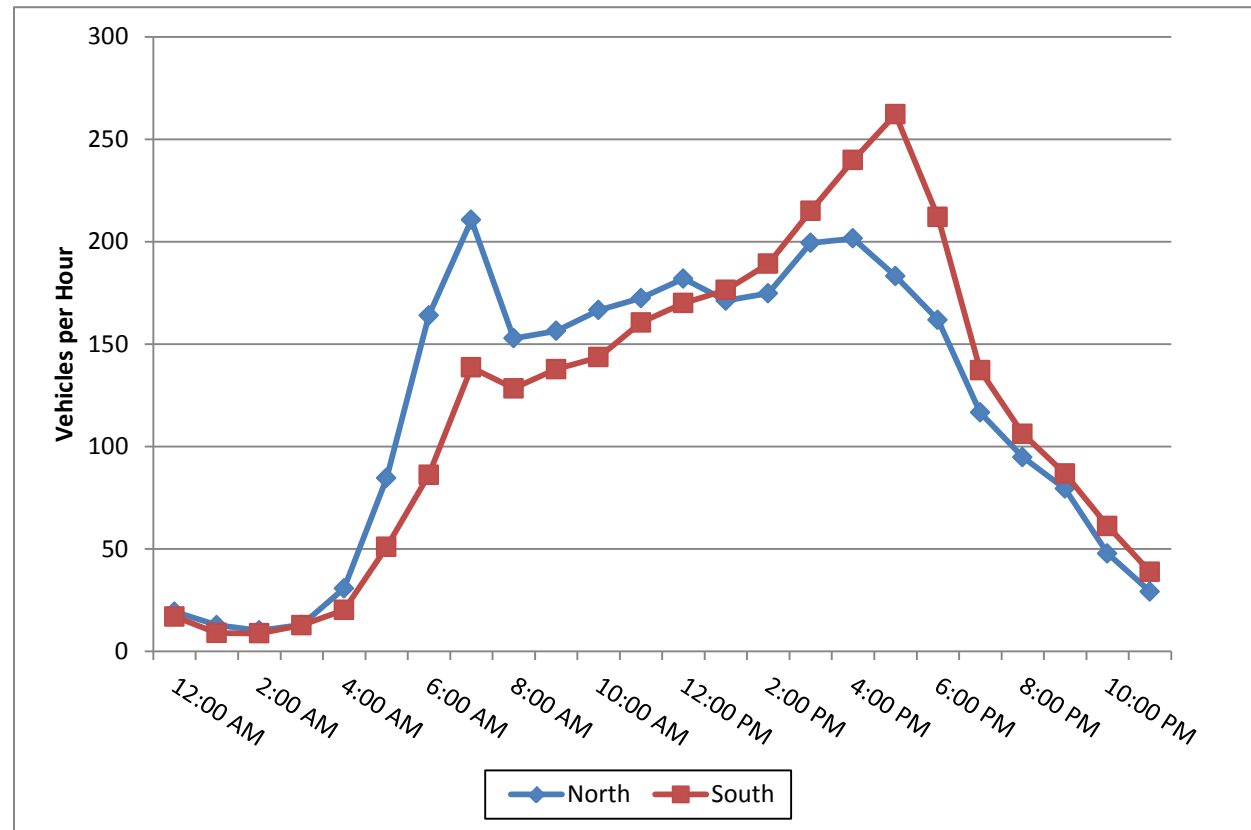
A majority of traffic was northbound (toward Nampa) from 4:00 a.m. to 1:00 p.m. From 1:00 p.m. to 12:00 a.m. a majority of traffic was primarily southbound (toward Marsing).

#### Seasonal Variation

Southbound traffic on Sunnyslope Road to Marsing exhibits higher summer traffic volumes from May through September followed by less traffic in the winter. The pattern is different between 7:00 a.m. and 8:00 a.m. when the school summer, winter and spring vacations occur, and traffic volumes are reduced during those times compared to the rest of the year.

Northbound traffic on Sunnyslope Road to Nampa exhibits higher summer traffic volumes from May to September followed by less traffic in the winter from 5:00 a.m. to 7:00 a.m. and again from 6:00 p.m. to 1:00 a.m. The pattern is different between 7:00 a.m. to 8:00 a.m. when the school summer, winter and spring vacations occur, and

**Figure 6: Sunnyslope Road Average Weekday Traffic Volume by Direction by Hour**



traffic volumes are reduced during those times. Limited seasonal differences were observed from 8:00 a.m. to 6:00 p.m.

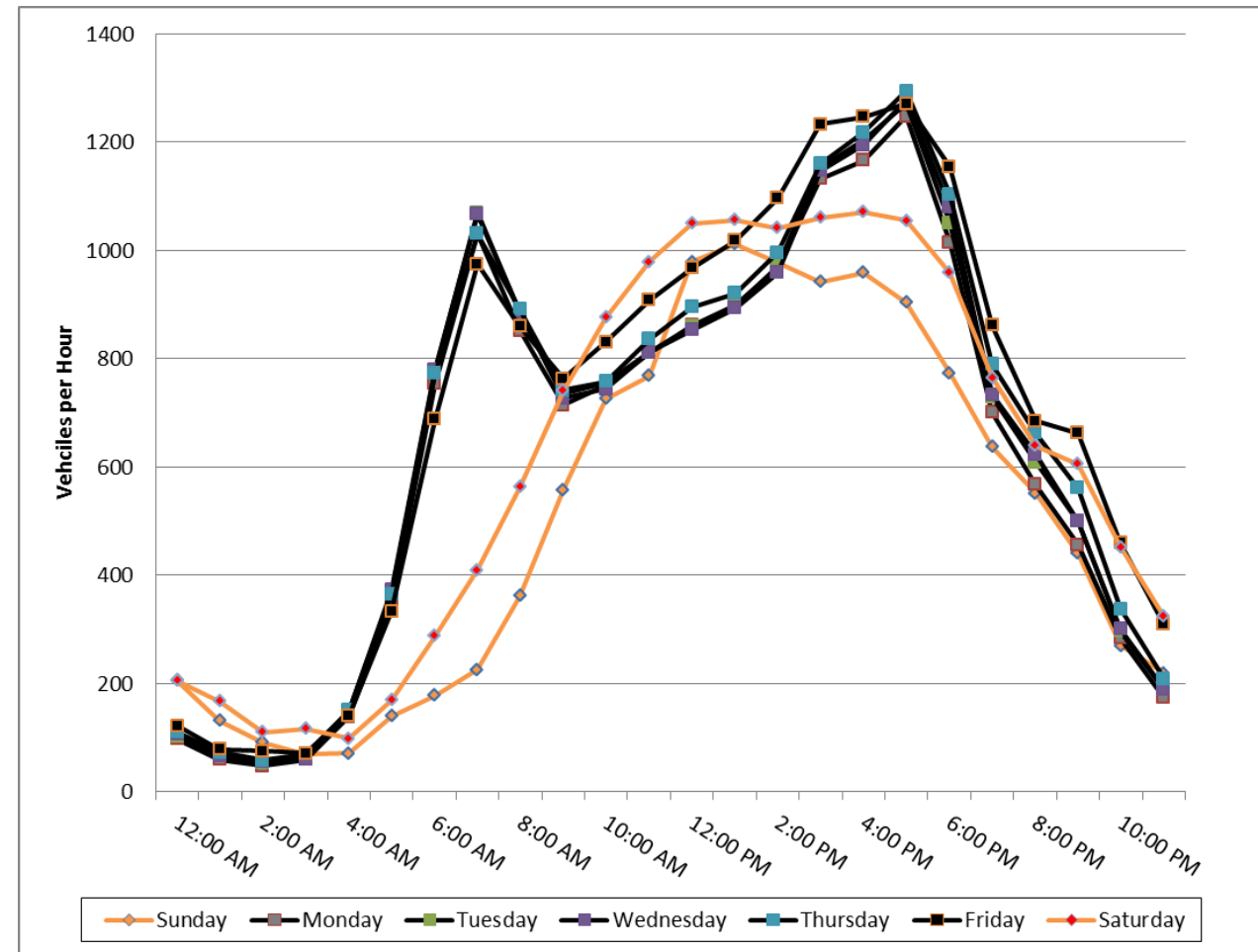


### **Traffic Conditions at the Karcher & Indiana Automatic Traffic Recorder**

The weekday counts (black lines) show a morning peak from 7:00 a.m. to 8:00 a.m., followed by a second higher peak from 5:00 p.m. to 6:00 p.m. The Friday afternoon peak is generally higher than the other weekdays. Saturday counts (orange line with red diamonds) show a mid-day plateau between 12:00 p.m. and 5:00 p.m. rather than the double peaks of the weekdays. Sunday counts (orange line with orange diamonds) show a single peak at 1:00 p.m.

About 10 percent of vehicles counted were longer than 23 feet and are considered to be commercial, but could also include recreational vehicles.

**Figure 7: Karcher Road east of Indiana Avenue Vehicles per Hour**





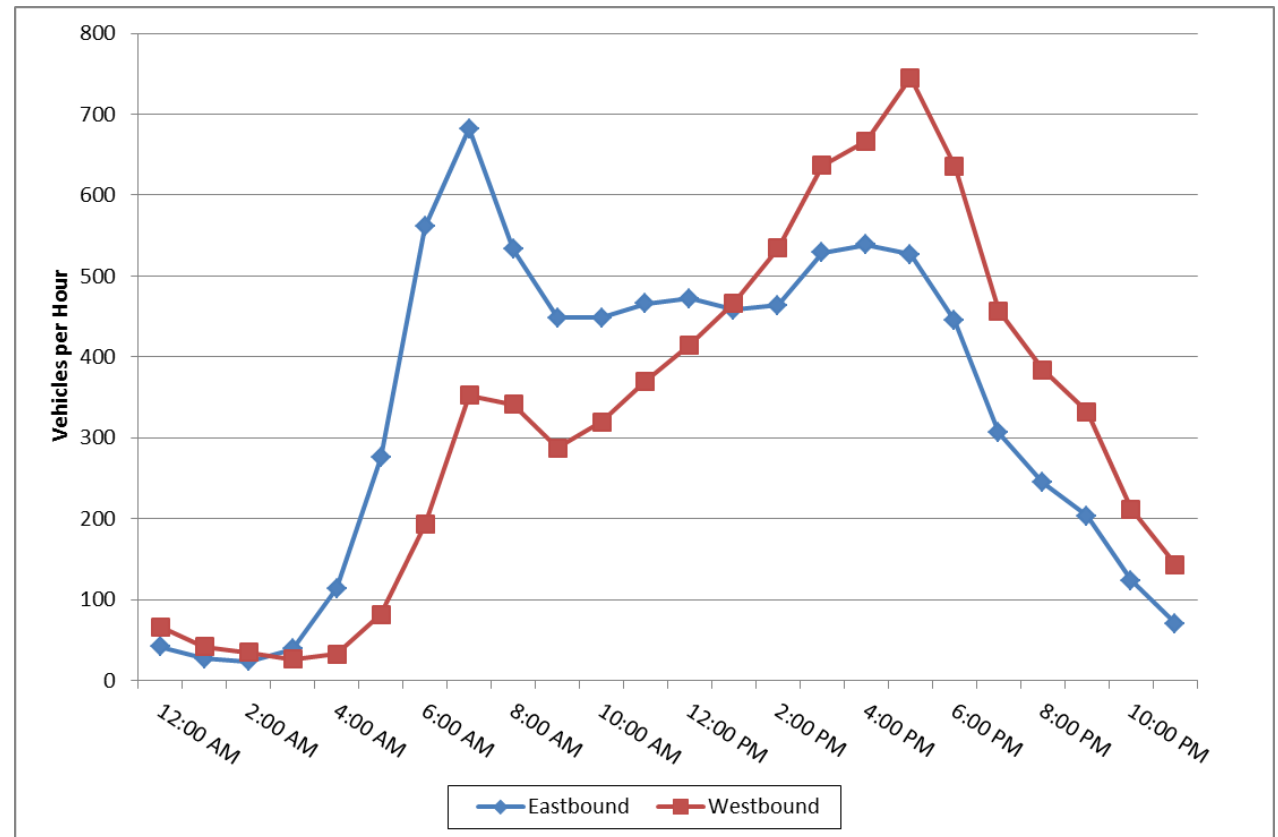
A majority of traffic was eastbound (toward Nampa) from 5:00 a.m. to 2:00 p.m. From 2:00 p.m. to 12:00 a.m. a majority of traffic was primarily westbound (toward Marsing).

#### Seasonal Variation

Eastbound traffic on Karcher Road to Nampa exhibits lower traffic volumes between 7:00 a.m. and 9:00 a.m. when the school summer, winter and spring vacations occur. Limited seasonal differences were observed from 9:00 a.m. to 7:00 p.m. Higher summer traffic volumes occurred between 7:00 p.m. and 1:00 a.m.

Westbound traffic on Karcher Road to Marsing exhibits higher summer traffic volumes from May to September between 5:00 a.m. and 7:00 a.m., and again from 10:00 p.m. to 1:00 a.m. The pattern is different from 7:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., when the school summer, winter and spring vacations occur, and traffic volumes are reduced during those times. Limited seasonal differences were observed for the remaining hours of the day.

**Figure 8: Karcher Road east of Indiana Avenue Average Weekday Traffic Volume by Direction by Hour**

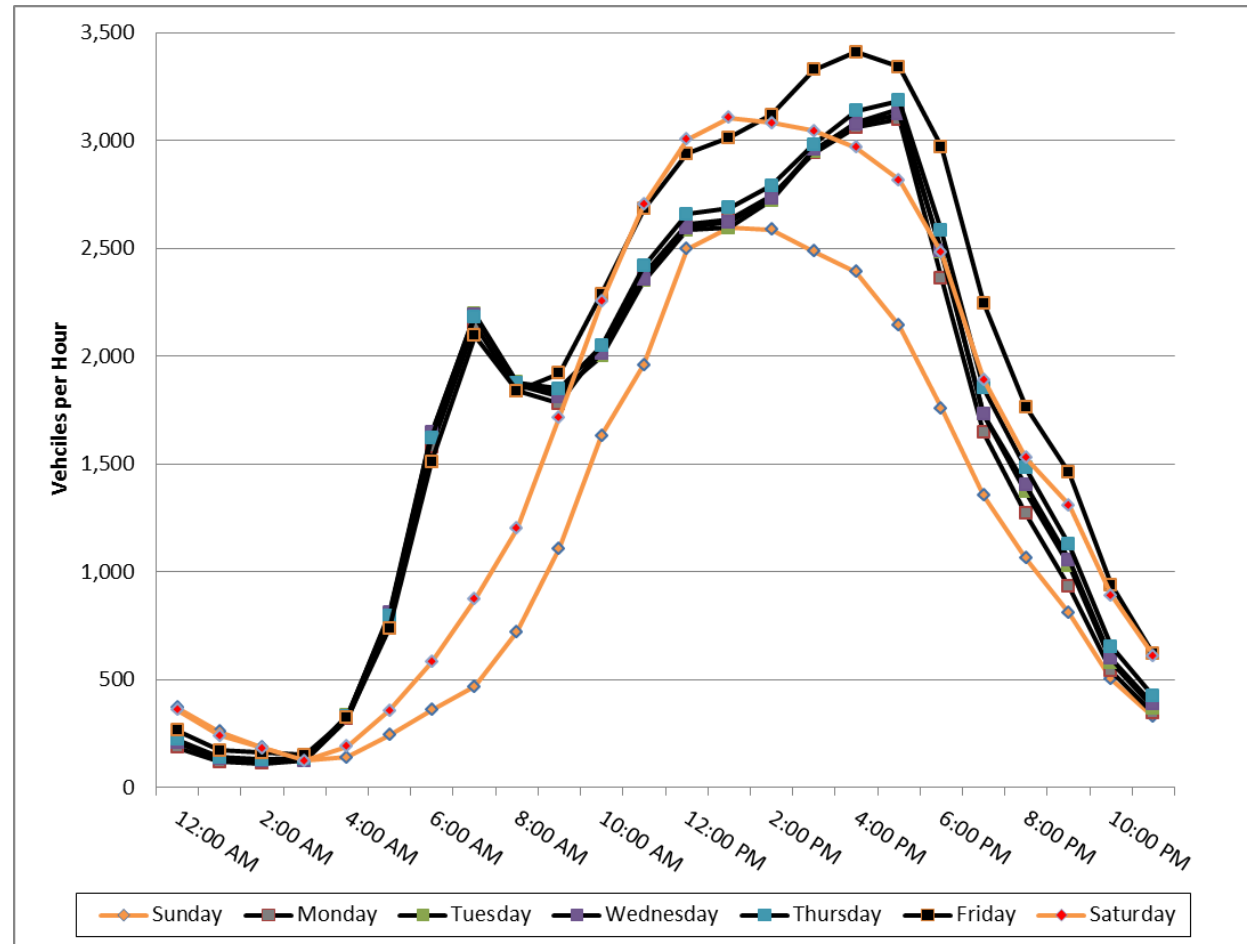


### Traffic Conditions at the Karcher & I-84B Automatic Traffic Recorder

The weekday counts (black lines) show a morning peak from 7:00 a.m. to 8:00 a.m., followed by a second higher peak from 4:00 p.m. to 6:00 p.m. The Friday afternoon peak is generally higher than the other weekdays. Saturday counts (orange line with red diamonds) and Sunday counts (orange line with orange diamonds) both show a mid-day plateau between 12:00 p.m. and 4:00 p.m. rather than the double peaks of the weekdays.

This ATR, unlike the previous two presented, does not discriminate between the size of vehicles so there are no separate counts of commercial vehicles.

Figure 9: Karcher Road east of Nampa-Caldwell Boulevard Vehicles per Hour





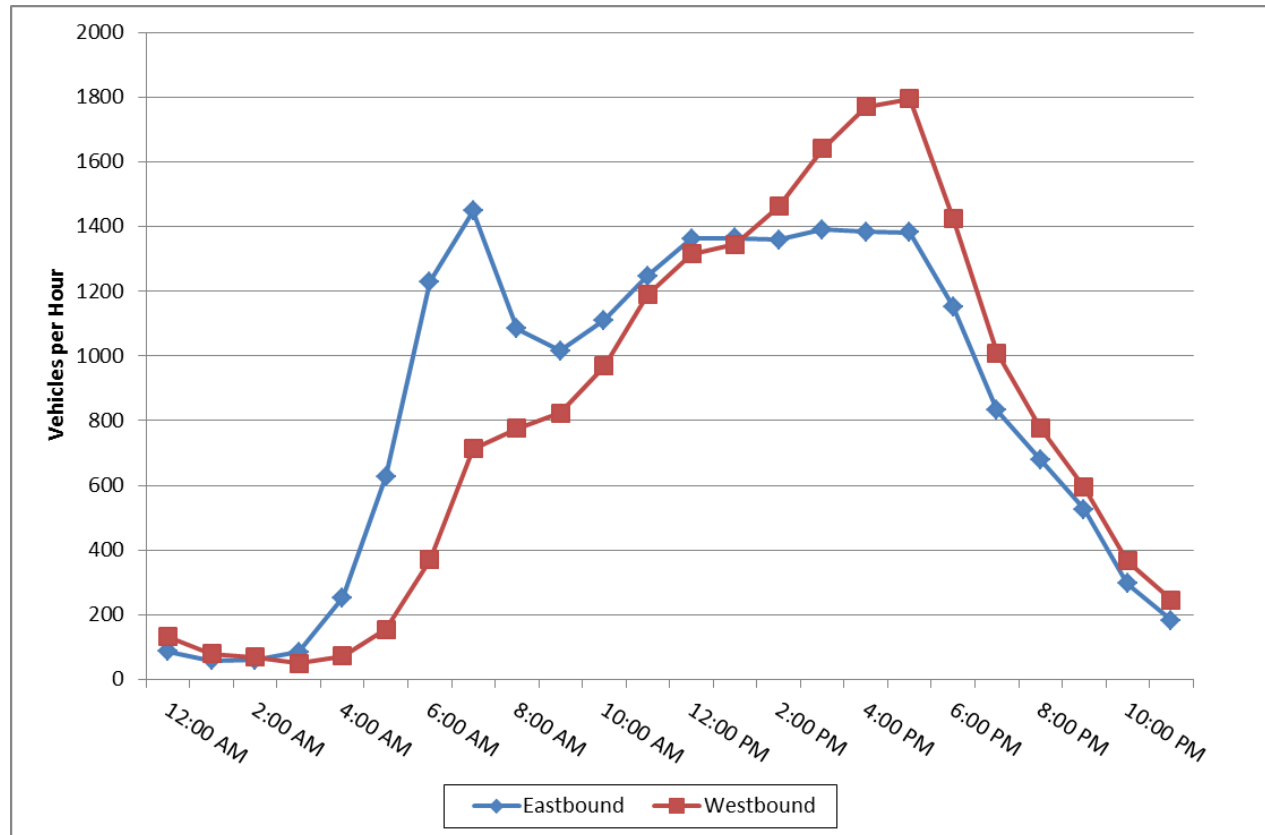


A majority of traffic was eastbound (toward Interstate 84) from 3:00 a.m. to 2:00 p.m. From 2:00 p.m. to 3:00 a.m. a majority of traffic was primarily westbound (toward Nampa-Caldwell Boulevard).

#### Seasonal Variation

Eastbound traffic on Karcher Road toward Interstate 84 exhibits higher traffic volumes in the summer between 8:00 p.m. and midnight. Westbound traffic on Karcher Road toward Nampa-Caldwell Boulevard exhibits higher summer traffic volumes between 9:00 p.m. and 11:00 p.m.

**Figure 10: Karcher Road east of Nampa-Caldwell Boulevard Average Weekly Traffic Volume by Direction by Hour**





### ***Alternative Modes***

The Union Pacific Railroad Company operates freight service on grade-separated rails located between the Karcher Road / Nampa-Caldwell Boulevard intersection and Interstate 84.

Valley Regional Transit (VRT) operates four bus routes on Nampa-Caldwell Boulevard through the Idaho 55 Corridor. Routes 51, 52, 53 and 54 operate only on weekdays from as early as 6:14 a.m. to as late as 7:44 p.m. The “Park & Ride” lot at Karcher Mall will move in 2013 to a new location at the intersection of Caldwell Boulevard with Happy Day Boulevard. The “ValleyConnect” plan – adopted by the VRT Board of Directors on August 17, 2011 – identified Flex-Route Service as a future transportation option that would operate north of Karcher Road, east of Farmway Road, and west of Nampa-Caldwell Boulevard. The only signed bicycle lanes in the corridor are on Karcher Road east of Sundance Road and west of Nampa-Caldwell Boulevard.

This coincides with an urban cross-section of curb, gutter and sidewalks. The only other location with sidewalks is in Marsing between Reich Road and Sandbar Avenue. Flashing warning beacons are installed on the Idaho 55 sides of the intersection with Idaho 78 in Marsing and are in operation during school commute times when school is in session.

Although there are no trails, pathways or bike routes in the corridor, there are future plans for such facilities in the cities of Nampa and Caldwell. These are mapped in **Figure 11 (see page 24)**.

There are two private aviation facilities within the corridor: Whelan’s Heliport and Symms Airport. These are mapped in **Figure 12 (see page 25)**.



Figure 11: City of Nampa and City of Caldwell Future Trails, Bike Routes and Pathways

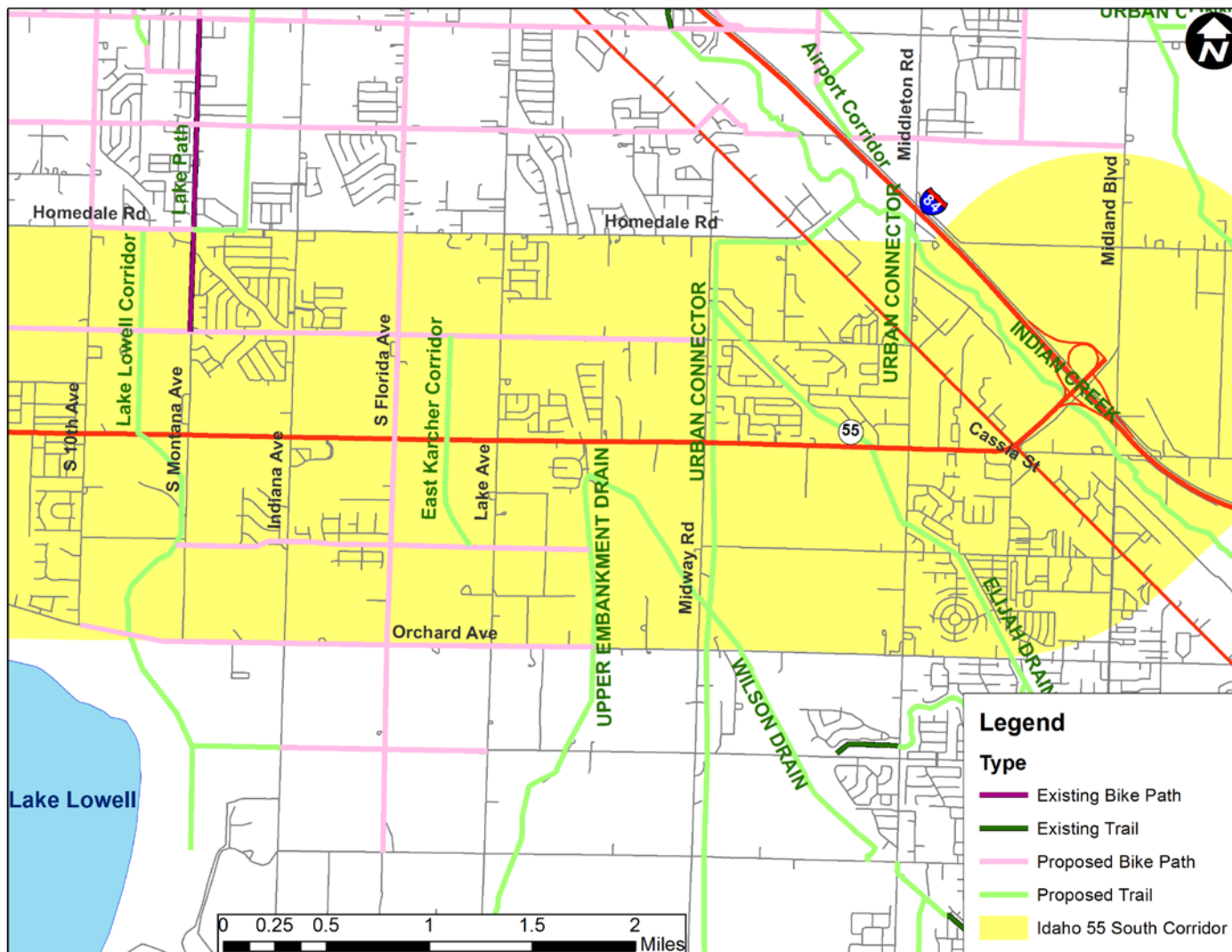
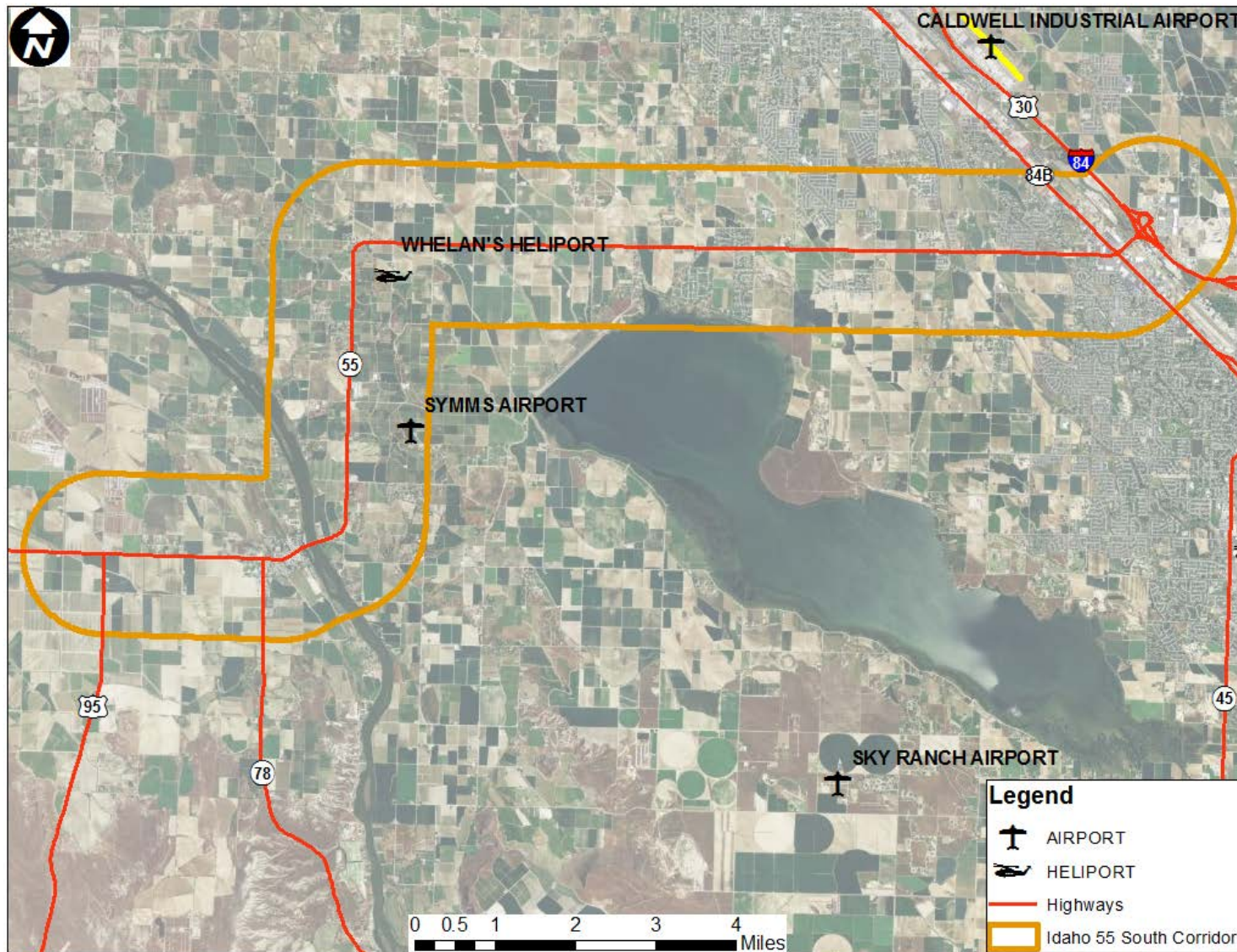


Figure 12: Idaho 55 South Corridor Aviation Facilities





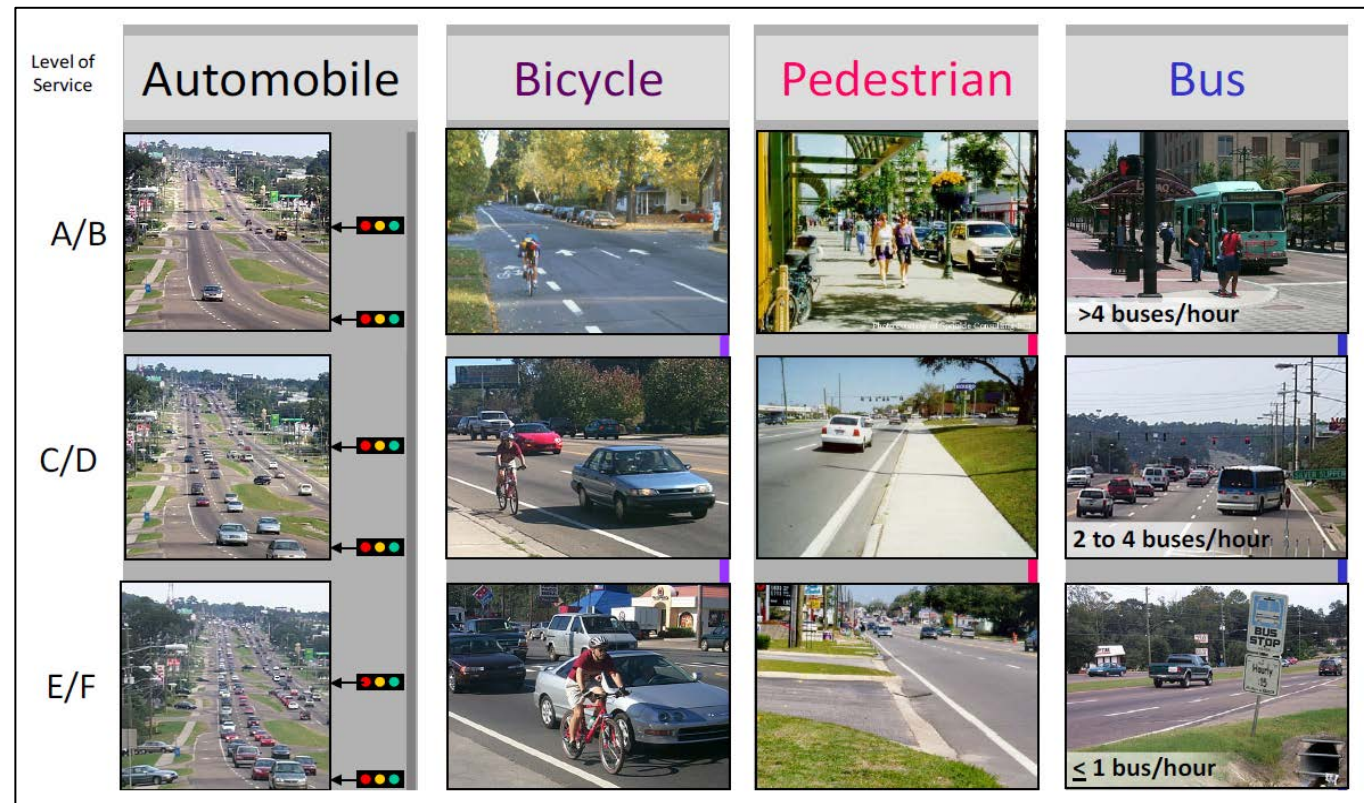
## Corridor Performance Measures

### Level of Service

Level of Service (LOS) is a quantitative stratification of quality of service. Beginning in 1965, the Highway Capacity Manual (HCM) divided highway quality of service into six letter grades, “A” through “F,” with “A” being the best and “F” being the worst. The “A” through “F” LOS scheme allowed traffic engineers to better explain operating and design concepts of highways to the general public and elected officials. The LOS letter scheme was so successful that it is now used throughout the United States in transportation, as well as other fields.

Nevertheless, it is important to note that LOS is simply a quantitative breakdown from transportation users’ perspectives of transportation quality of service. LOS reflects the quality of service as measured by a scale of user satisfaction and is applicable to each

**Figure 13: LOS for Different Transportation Modes**



of the following modes that use roadways: automobiles, trucks, bicycles, pedestrians, and buses.<sup>3</sup> Figure 13 illustrates the traffic conditions for various levels of service within each transportation mode.

<sup>3</sup> 2009 Quality/Level of Service Handbook. State of Florida, Department of Transportation



ITD has different recommended levels of service for interstate highways, National Highway System (NHS) highways, and non-NHS highways. Idaho 55 is an NHS highway with recommended LOS shown in **Table 2**. Idaho 55 is identified as a rural principal arterial west of Farmway Road with a recommended minimum LOS of “B.” East of Farmway Road, Idaho 55 is identified as an urban principal arterial with a recommended minimum LOS of “C.” Driver perception of trip quality and traffic congestion varies whether they consider a particular segment of highway to be rural or non-rural. “First, (traffic) density is definitely highly correlated with traveler perceptions of trip quality on rural freeways. Second, travelers are less tolerant of traffic congestion on rural freeways than is currently suggested by the HCM (Highway Capacity Manual).”

LOS for side streets meeting and/or crossing Idaho 55 will be lower as those streets are stop controlled. Installing signal lights improves the LOS of the side streets but reduces LOS on Idaho 55.

### **Current AADT**

Generalized Annual Average Daily Traffic (AADT) volumes for the entire corridor and associated LOS for 2011 are presented in **Table 1. (see page 12)**

**Table 2: NHS Recommended Minimum LOS for Arterials**

	<i>Minimum Level of Service</i>
Rural Level	B
Rural Rolling	B
Rural Mountainous	C
Urban/Suburban	C

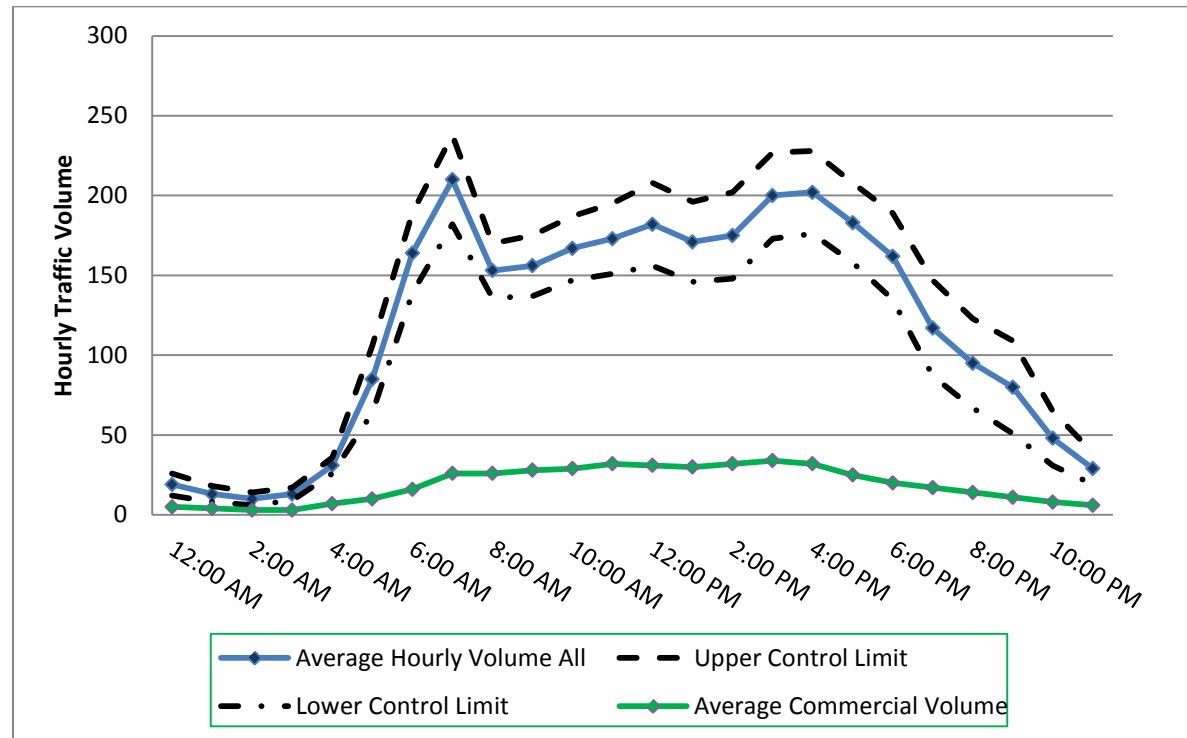


### Current Peak-Hour ADT

Precise peak-hour LOS can only be provided for the two locations where the ATRs are located. Average traffic volumes by hour and direction for each ATR location are shown in **Figures 14, 15, 16, 17, 18 and 19.**

A Lower Control Limit (LCL) and Upper Control Limit (UCL) have been included to show the expected range of traffic volumes (one standard deviation) that actually were collected during that hour of the day.

**Figure 14: Weekday Average Hourly Traffic Northbound on Sunnyslope Road 2011 - 2013**



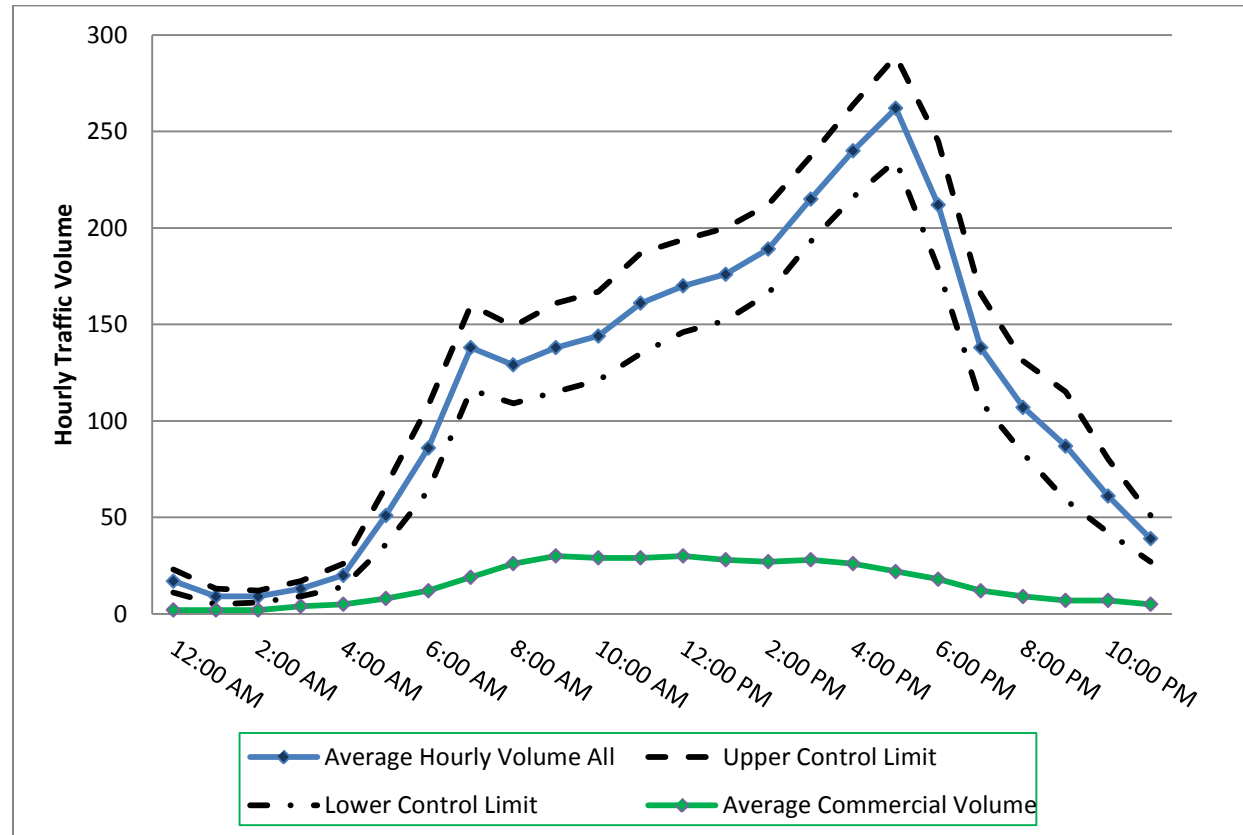




Traffic levels in Figures 14 & 15 are within the limits of a LOS of “A.” LOS of “B” is not reached until 1,300 vehicles per hour are traveling on the two lanes combined. This threshold is outside the display

range of the graph. Both directions are under 300 vehicles per hour so this location has a 24-hour LOS of “A”. It meets the recommended minimum LOS of “B” or better

**Figure 15: Weekday Average Hourly Traffic Southbound on Sunnyslope Road 2011 - 2013**

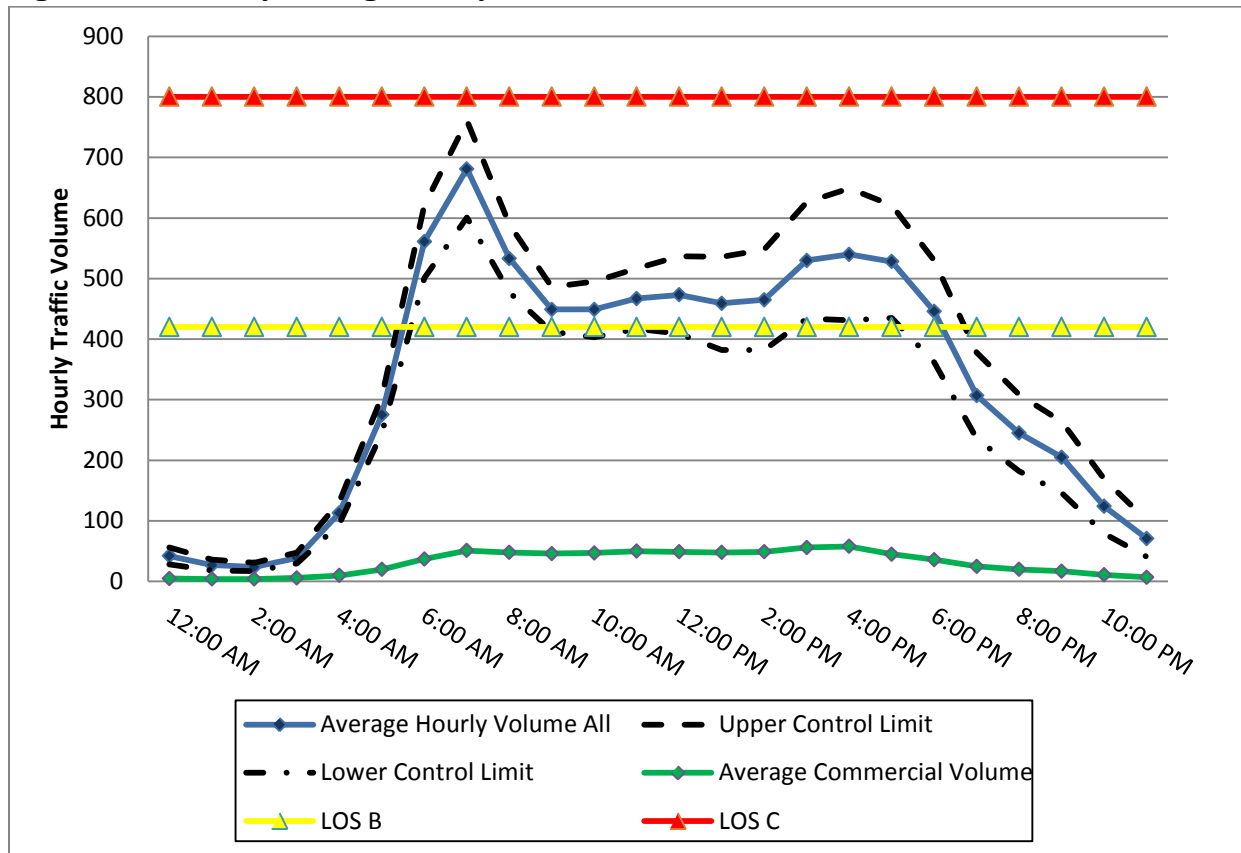




Karcher Road at Indiana Avenue for eastbound traffic (**Figure 16**) has a LOS of “B” between 5:30 a.m. and 6:00 p.m., and a LOS of “A” outside those hours. This location meets the recommended

minimum LOS of “C” or better.

**Figure 16: Weekday Average Hourly Traffic Eastbound on Karcher Rd at Indiana Ave 2011 - 2013**

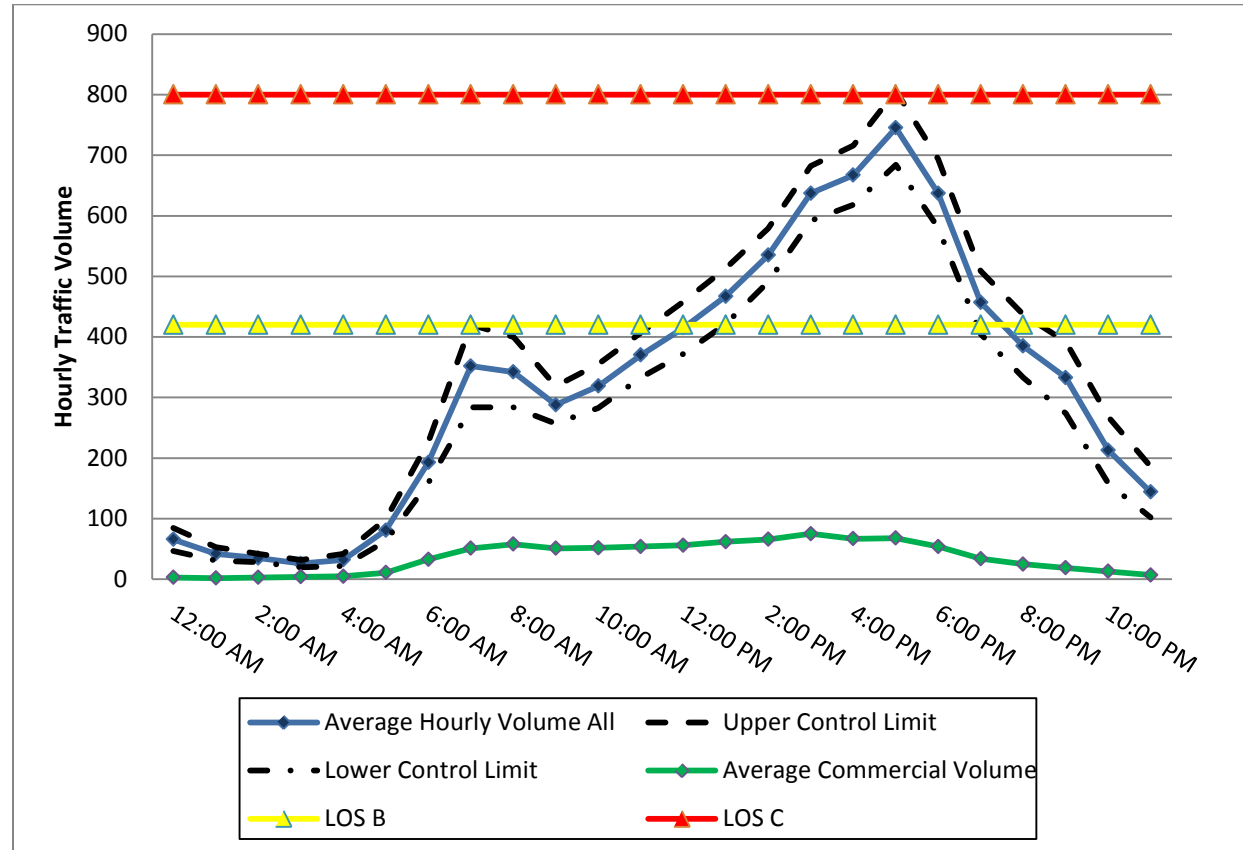




Karcher Road at Indiana Avenue for westbound traffic to Marsing (Figures 17) shows a LOS of “B” between 11:30 a.m. and 8:00 p.m. and a LOS of “A” outside those hours. The 5:00 p.m. hour is close to

reaching a LOS of “C” on some days of the year. This location meets the recommended minimum LOS of “C” or better.

**Figure 17: Weekday Average Hourly Traffic Westbound on Karcher Rd at Indiana Ave 2011 - 2013**

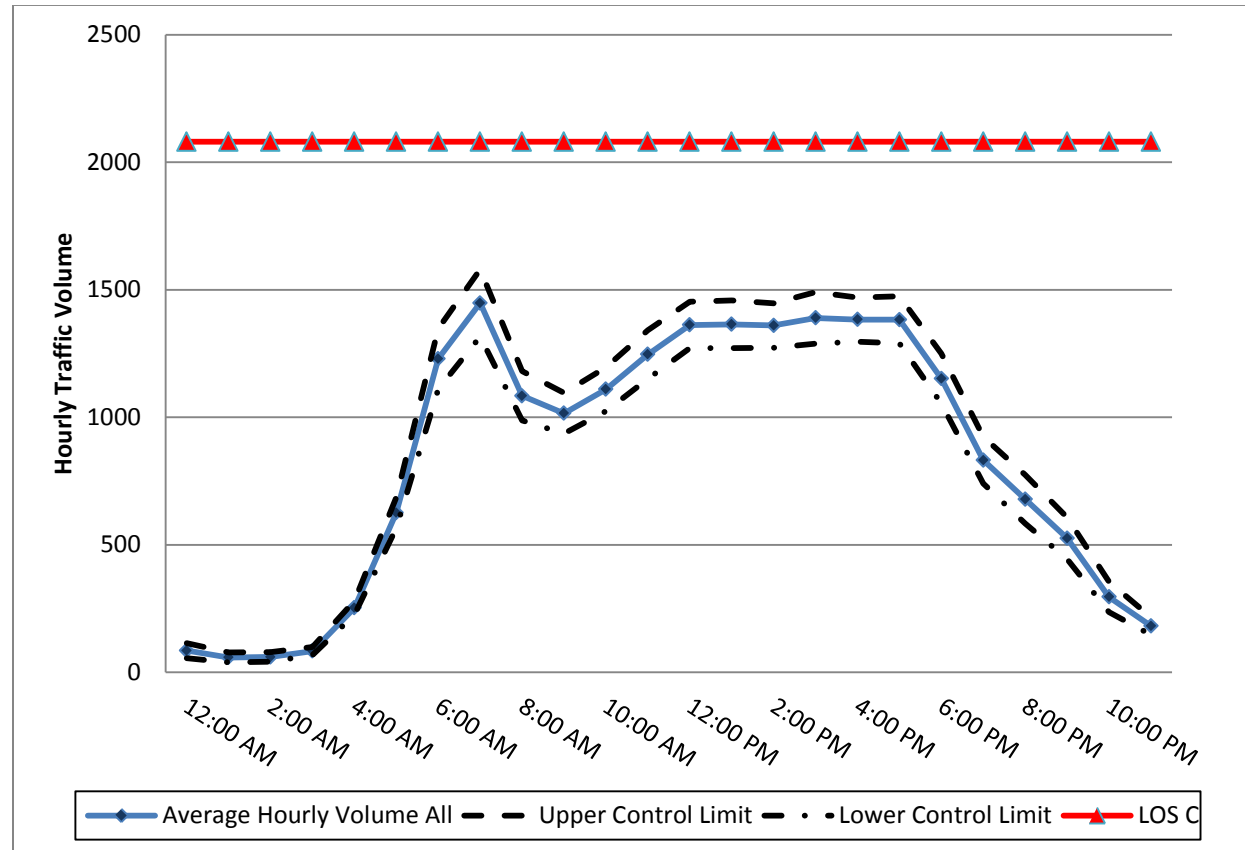




Karcher Road east of Nampa-Caldwell Boulevard (Figures 18 and 19) shows a LOS of “B” for both directions at all times.

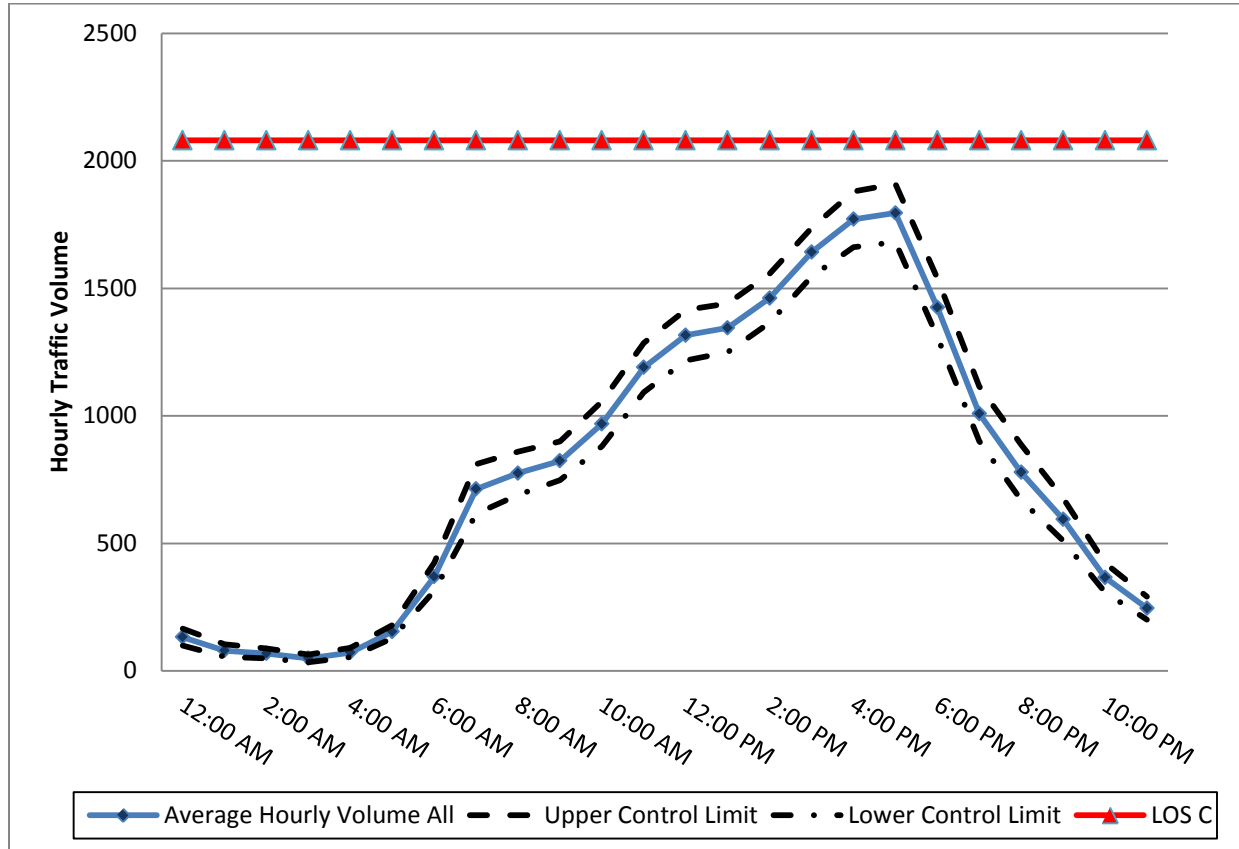
This location meets the recommended minimum LOS of “C” or better.

**Figure 18: Weekday Average Hourly Traffic Eastbound on Karcher Road east of Nampa-Caldwell Boulevard 2011-2013**





**Figure 19: Weekday Average Hourly Traffic Westbound on Karcher Road east of Nampa-Caldwell Boulevard 2011 - 2013**



### ***Projected 2025 and 2035 AADT***

Future traffic volumes have been developed for both 10 years (2025) and 20 years (2035) into the future. Issues identified through projected traffic volumes in 2025 will generate recommended improvements and management strategies that can realistically be expected to be funded within 10 years. These projects are listed on

page 58 of this corridor plan. Issues identified through projected traffic volumes in 2035 will be identified, but potential solutions will not be developed until a future revision of the Idaho 55 Corridor Plan.



ITD has developed future traffic volume projections for all state highways. The methodology develops a trend line based upon previous years' volumes and a future growth rate. For Canyon County, COMPASS has developed future traffic volume projections based upon a different methodology:

- Develop a *Communities in Motion* (CIM) 2040 Vision which will broadly describe where future households and businesses will be located in Ada and Canyon Counties in the year 2040, taking into account projected growth in population and jobs, citizen input, and existing comprehensive plans.

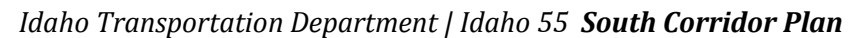
- The second major step, and the ultimate purpose of CIM 2040, was planning a fiscally constrained transportation system to serve the needs of the Treasure Valley as described in the vision.

Since the traffic projections were developed under different methodologies, the results are different. ITD is currently developing a statewide traffic model that will reconcile these projections. Until the statewide model is completed, the Idaho 55 Corridor Plan will present both future traffic volume projections as a low and high range. Current 2011 AADT, projected 2025 AADT, and projected 2035 AADT are displayed in **Table 3 (see page 35)**.

**Table 3: Projected Future Traffic Volumes and Level of Service**

Beginning Milepost	Ending Milepost	Segment Description	2011 AADT	2011 LOS	2025 AADT	2025 LOS	2035 AADT	2035 LOS
0.000	0.998	US 95 to Edison Rd	3,300	A	4,342	A	5,086	A
0.998	1.997	Edison Rd to SH-78	4,300	A	5,622	A	6,566	A
1.997	2.529	SH-78 to River Front Dr	6,100	A	7,955	B	9,280	B
2.529	3.145	River Front Dr to Sunnyslope Rd	5,800	A	7,571-12,600	A-B	8,836-18,800	B-C
3.145	3.667	Sunnyslope Rd to Symms Rd	5,000	A	6,536-12,200	A-B	7,634-15,300	A-C
3.667	5.688	Symms Rd to Apricot Ln	4,700	A	6,142-13,300	A	7,172-16,300	A
5.688	7.113	Apricot Ln to Pride Ln	4,800	A	6,270-15,100	A-C	7,320-19,800	A-C
7.113	7.615	Pride Ln to Chicken Dinner Rd	5,200	A	6,782-15,600	A-C*	7,912-18,000	B-C*
7.615	8.618	Chicken Dinner Rd to Malt Rd	6,900	A	8,958-16,000	B-C*	10,428-18,800	B-C*
8.618	9.608	Malt Rd to Wagner Rd	7,000	A	9,086-15,900	B-C*	10,576-19,400	B-C*
9.608	10.114	Wagner Rd to Riverside Rd	7,200	A	9,342-16,000	B-C*	10,872-19,500	B-C*
10.114	10.614	Riverside Rd to Farmway Rd	9,200	B	11,912-15,000	B-C	13,850-17,400	B-C*
10.614	11.621	Farmway Rd to S 10th Ave	8,400	B	10,888-15,600	B-C*	12,666-18,600	B-C*
11.621	13.127	S 10th Ave to Florida Ave	11,000	B	15,620-19,800	E	18,920-23,000	E
13.127	15.628	Florida Ave to Middleton Rd	13,000	B	18,460-23,200	E	22,360-25,200	E
15.628	15.818	Middleton Rd to Sundance Rd	16,500	C	22,200-23,430	B	28,380-28,600	C
15.818	15.999	Sundance Rd to Cassia St	17,000	C	22,100-24,140	B	28,600-29,240	C
15.999	16.154	Cassia St to Nampa-Caldwell Blvd	17,500	B	24,000-24,850	B	28,200-30,100	C
16.154	16.427	Nampa-Caldwell Blvd to I-84 EB Ramp	36,000	B	41,250-46,600	C	45,000-51,800	C-D
16.427	16.766	I-84 EB Ramp to I-84 WB Ramp	22,400-32,000	B-D	30,000-41,180	C-E	34,500-44,880	D-E
* If intersections are signalized every mile then LOS drops to D at the high end of the traffic volume estimate.								
Reflects programmed construction projects (2014-2018).								

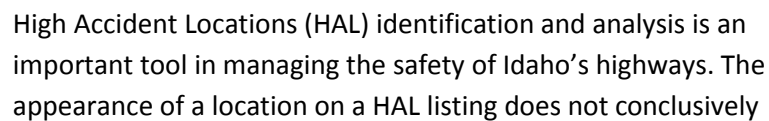




There have been six fatal crashes in the corridor from 2009 to 2011. Five of the crashes were on Karcher Road and one was on Homedale Road.

Crash locations are displayed on **Figure 20**.

**Figure 20: Idaho 55 South Corridor Fatal Crashes 2009 - 2011**



define the location as a problem. It merely points to possible problem locations. Only a technical safety analysis of each section of



the roadway will determine whether it actually is a problem location and what priority the location should be given for improvements.

The HAL listing is updated annually and is the aggregate of the previous three years' crash data. The 2012 HAL listing used in this report contains crash data for 2009, 2010 and 2011. The main HAL list reports are: the interstate segment report, the interstate interchange report, the non-interstate segment report, and the non-interstate-intersection report.

Locations receive a statewide ranking based upon collision frequency, severity (economic loss) and the collision rate. Statewide rankings can change considerably from year to year.

The corridor has two high-ranking HAL non-interstate segments, which are shown in **Table 4**. Both of these segments have funded improvement projects within their respective highway segments. The corridor has 22 other HAL non-interstate locations, which are displayed in **Table 5**. (see page 38)

There are five funded intersection improvement projects on the state highway system.

**Table 4: 2012 HAL Idaho 55 South Corridor Non-Interstate Segments**

Rank	Route	Segment Code	Milepost Range	Length (in miles)	Description	Project Date
3	55	1990	15.139 - 15.999	0.86	SH-55 from Pelican Butte Drive to Cassia Street	2014
7	84 B	2040	55.199 - 56.812	1.613	84B from Middleton Road to Flamingo Avenue	2016

**Table 5: 2012 HAL Idaho 55 South Corridor Non-Interstate Intersections**

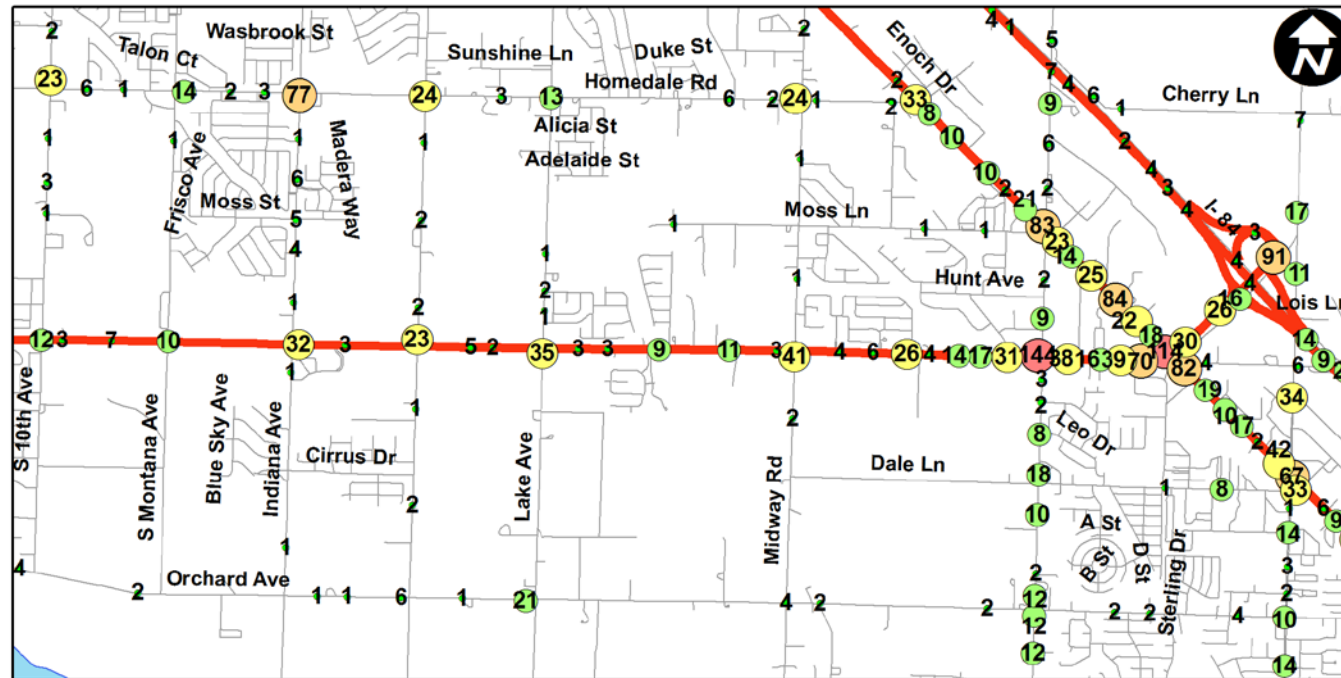
Rank	Intersection	Signalized?	Previous 2011 Rank	Project Date
5	Homedale Rd @ Indiana Ave -- Caldwell	No		2014
25	Karcher Rd @ Midway Rd -- Nampa	No	13	2016
36.5	Karcher Rd @ Nampa-Caldwell Blvd -- Nampa	Yes	12	2016
40	Karcher Rd @ Middleton Rd -- Nampa	Yes		2014
48	Indiana Ave @ SH 55 -- Caldwell	No	19	2016
53	Lake Ave @ SH 55 -- Caldwell	No	14	2016
122	Lake Ave @ Orchard Ave -- Nampa	No		
135	Florida Ave @ Homedale Rd -- Caldwell	No		
136	Middleton Rd @ Nampa-Caldwell Blvd -- Nampa	Yes	32	
152	Florida Ave @ Karcher Rd -- Caldwell	No	79	
182	Riverside Rd @ SH 55 -- Caldwell	No	164	
195	Homedale Rd @ Midway Rd -- Caldwell	No		
225	10th Ave @ Homedale Rd -- Caldwell	No		
451	Middleton Rd @ Orchard Ave -- Nampa	Yes		
468	10th Ave @ SH 55 -- Caldwell	Yes	130	
535	Montana Ave @ SH 55 -- Caldwell	No		
569	Homedale Rd @ Nampa-Caldwell Blvd -- Caldwell	Yes		
640	Nampa-Caldwell Blvd @ Orchard Ave -- Nampa	Yes	215	
681	Homedale Rd @ Lake Ave -- Caldwell	No		
804	Homedale Rd @ Montana Ave -- Caldwell	No		
1097	Moss Ln @ Nampa-Caldwell Blvd -- Nampa	No	172	
1119	Ellis Ave @ SH 55 -- Caldwell	No		



**Figure 21** illustrates intersection crashes within the east end of the corridor. East of Florida Avenue, corridor crashes are predominantly

on Karcher Road. West of Florida Avenue to 10<sup>th</sup> Avenue, corridor crashes are predominantly on Homedale Road.

**Figure 21: 2012 HAL Crashes Milepost 11.366 to 16.766**





**Figure 22: 2012 HAL Crashes Milepost 5.688 to 11.621**

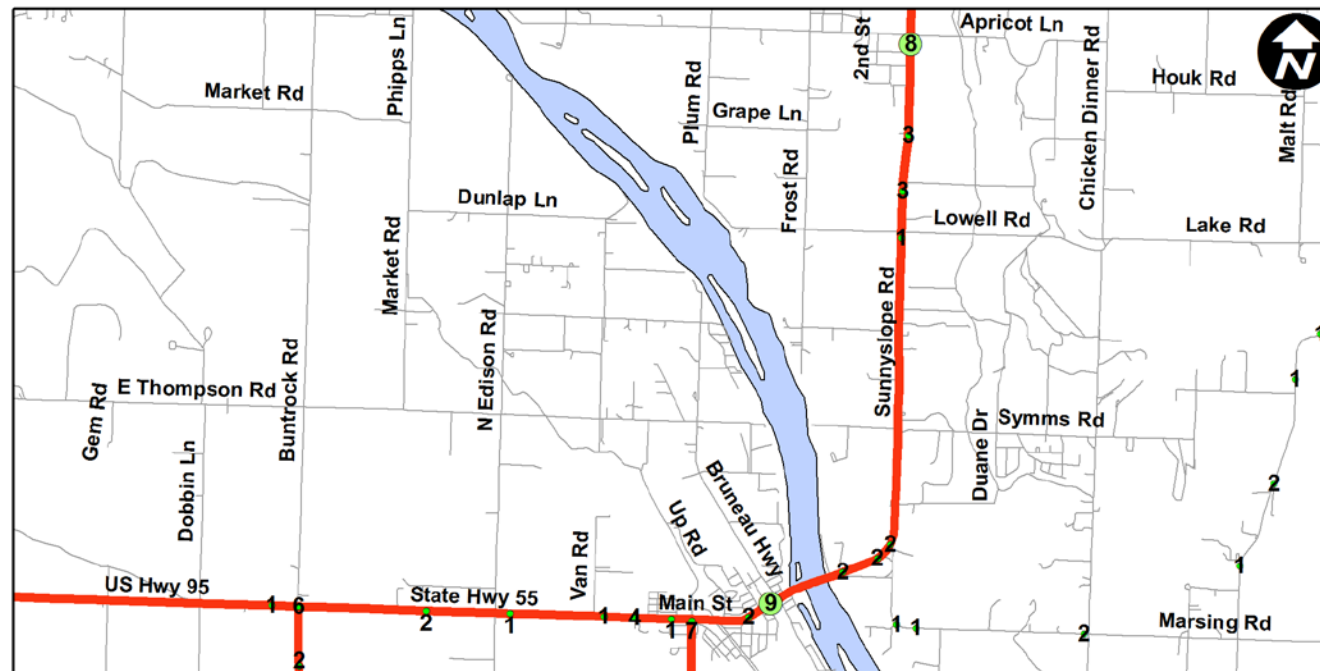




**Figure 23 (see page 41)** illustrates intersection crashes on Sunnyslope Road in Canyon County and Main Street/Idaho 55 in

Owyhee County. The intersection with the most crashes is Main Street and 1st Avenue West.

**Figure 23: 2012 HAL Crashes Milepost 0.000 to 5.688**





## Pavement Conditions

Pavement condition is determined by three measures: cracking, roughness and rutting. Cracking and roughness are each rated on an index of 5.0 being good and 0.0 being maximum distress. **Figure 24 and Figure 25** illustrate crack ratings.

The roughness index is a measure of the number of inches per mile that a laser, mounted on the profiler van, jumps as the van is driven along the roadway. Typically, the lower the International Roughness Index (IRI) number, the smoother the ride; but **IRI is not known as a direct measure of rider discomfort**. Idaho takes the measured IRI values for pavement and compresses them onto a scale of 0.0 to 5.0

scale, similar to the Cracking Index scale, where 0.0 is very rough and 5.0 is very smooth. Rutting is measured as a depth in inches. For more information, see the ITD Pavement Rating Manual.

Pavement condition is described as being good, fair, poor or very poor. Pavement is considered to be “deficient” if it is in either poor or very poor condition. **Table 6 (see page 43)** presents the Idaho 55 pavement conditions in 2012.

**Figure 24: Pavement at 5.0 Crack Rating**



**Figure 25: Pavement at 0.0 Crack Rating**





**Table 6: Idaho 55 South Corridor Pavement Conditions in 2012**

Beginning Milepost	Beginning Cross Street	Ending Milepost	Ending Cross Street	Length (in miles)	Cracking Index	Roughness Index	Rutting Average	Index Triggering Deficiency
0.000	U.S. 95	2.289	3rd Avenue	2.289	2.4	3.2	0.16	Cracking
2.289	3rd Avenue	2.650	County Line	0.361	4.3	2.6	0.10	
2.650	County Line	3.838	Symms Road	1.188	5.0	*	*	
3.838	Symms Road	6.500	Beet Road	2.662	4.8	4.0	0.11	
6.500	Beet Road	7.110	Pride Lane	0.610	5.0	*	*	
7.110	Pride Lane	11.100	Ashland Drive	3.990	1.8	2.8	0.20	Cracking
11.100	Ashland Drive	11.600	S 10th Avenue	0.500	1.8	2.8	0.21	Cracking
11.600	S 10th Avenue	15.818	Sundance Road	4.218	2.2	2.7	0.41	Cracking
15.818	Sundance Road	16.154	Nampa-Caldwell Boulevard	0.336	5.0	3.5	0.15	
16.154	Nampa-Caldwell Boulevard	16.766	Karcher Connector	0.612	5.0	2.7	0.13	
* Pavement was rehabilitated in 2012. New roughness and rutting values will be revised in February 2014.								



The only currently scheduled construction project that will repair deficient pavement is the Karcher and Middleton intersection project, which is scheduled for construction in 2014. The limits of that project are from Elijah Drain (Milepost 15.455) to Sundance Road (Milepost 15.818).

### ***Bridge Conditions***

The condition of a bridge is described by a Sufficiency Rating, which is a rating calculated from a formula that is a function of the structural adequacy and safety, functional obsolescence, and serviceability of a bridge. Ratings are on a scale of 1 to 100, with 100 considered as an entirely sufficient bridge, usually new; an entirely deficient bridge would receive a rating of 0.

A bridge may be defined as a structure erected over a depression or an obstruction, such as water, a highway, or a railway, and having an opening measured along the center of the roadway of more than 20 feet. A culvert provides similar functionality but measures less than 20 feet long.

**Table 7 (see page 45)** presents the Idaho 55 South Corridor bridge conditions. The Snake River (Marsing Bridge) is scheduled for replacement in 2017.



Table 7: Idaho 55 South Corridor Bridge Conditions

Sufficiency Rating	Milepost From	Features	Length (in feet)	Structure Type Design	Structure Type Material
11.0	2.605	Snake River (Marsing Bridge)	774	Stringer/Girder	Steel Continuous
98.4	6.106	Low Line Canal	25	Frame	Concrete
98.8	7.054	High Line Canal	34	Frame	Concrete
98.1	8.098	Low Line Canal	74	Stringer/Girder	Prestressed Concrete
98.0	9.544	North Canal	17	Frame	Concrete
97.1	10.139	Burris Lateral Canal	12	Frame	Concrete
77.1	12.558	Deer Flat Canal	23	Frame	Concrete
96.9	13.090	Phyllis Canal	22	Frame	Concrete
94.3	14.058	Wilson Drain	48	Stringer/Girder	Prestressed Concrete
93.3	15.455	Elijah Drain	54	Stringer/Girder	Prestressed Concrete
95.8	16.369	Union Pacific Railroad	96	Stringer/Girder	Prestressed Concrete
98.0	16.465	Indian Creek	258	Stringer/Girder	Prestressed Concrete



## Access Management

Access management is the process of balancing the need for traffic movement with property access.

Roads serve two primary purposes—to provide mobility and access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties.

Interstate highways have very limited access and high mobility. Local residential roads provide numerous accesses to properties but are not appropriate for long-distance travel. Most state highways serve a function somewhere between interstate highways and residential roads. One of ITD's most important responsibilities is to ensure that the design of each state highway properly

balances access and mobility. Access management is the tool used to provide this balance.

ITD policy on Access Control is governed by Idaho Transportation Board Policy 4005 and IDAPA Rule 39.03.42. Idaho 55 in Owyhee and Canyon counties is considered a Statewide Route. Access spacing under this policy is displayed in **Table 8**.

**Table 8: IDAPA 39.03.42 Access Spacing**

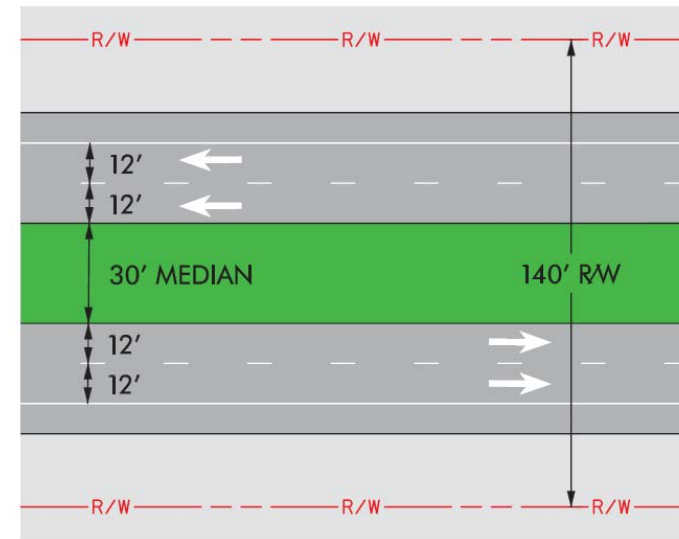
Highway Type	Area Type	Signalized Road Spacing	Public Road Spacing (A)	Driveway Distance Upstream From Public Road Intersection (B)	Driveway Distance Downstream From Unsignalized Public Road Intersection (C)	Distance Between Unsignalized Accesses Other Than Public Roads (D)
Expressway	All	Accessible only at locations specified by the Department.				
Statewide Route	Rural	5,280 feet	5,280 feet	1,000 feet	650 feet	650 feet
	Transitional	5,280 feet	2,640 feet	760 feet	500 feet	500 feet
	Urban > 35 mph	2,640 feet	1,320 feet	790 feet	500 feet	500 feet
	Urban ≤ 35 mph	2,640 feet	1,320 feet	790 feet	250 feet*	250 feet*
Distances in table are minimums based on optimal operational and safety conditions such as adequate sight distance and level grade. Definitions of spacing designated by (A), (B), (C), and (D) are represented on Figure 1 of IDAPA 39.03.42.						
* Where the public road intersection or private access intersection is signalized, the distances in the table are for driveways restricted to right-in/right-out movements only. For unrestricted driveways the minimum distance shall be 500 feet from a signalized intersection.						



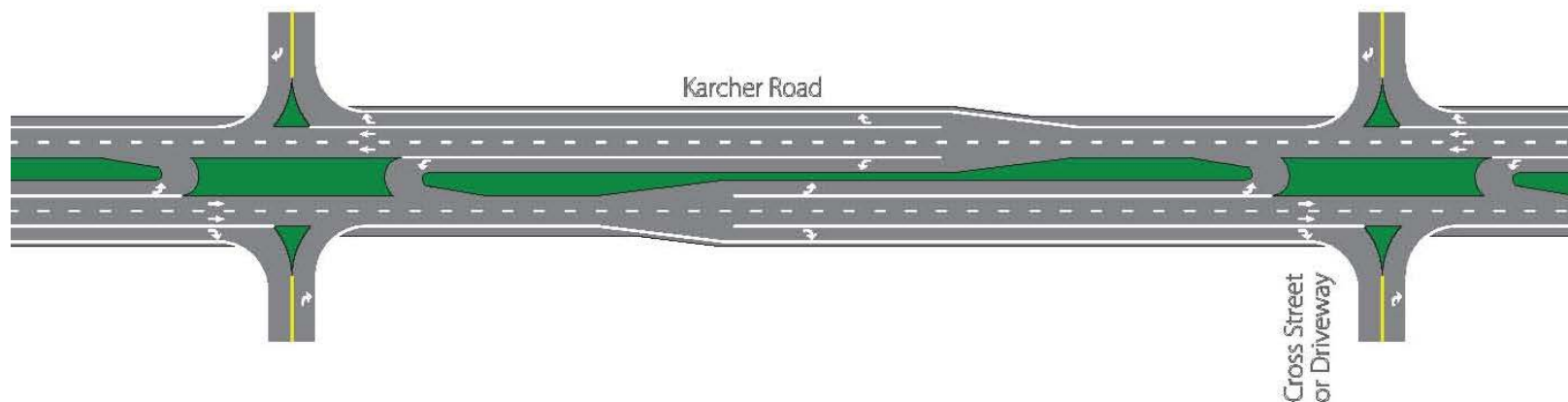
ITD produced an Access Management Plan (AMP) for the Canyon County portion of the Idaho 55 south corridor in April, 2011 (see Appendix B). A future roadway cross-section concept known as “Median U-Turn” (MUT) was selected as the preferred design (see **Figure 26**).

Access spacing in the AMP is proposed as a combination of full-access intersections and limited-access approaches. The full-access intersections could either be signalized or unsignalized but would be limited to selected arterial or collector cross-streets. The 30-foot median would prohibit left-turn movements in and out of the limited-access approaches; therefore, the access would be limited to right-in/right-out movements (see Figure 27). Access spacing described in the AMP could be implemented if part or the entirety of the Idaho 55 corridor is designated as an Expressway.

**Figure 26: Future Idaho 55 cross-section**



**Figure 27: Median U-Turn Concept Cross-Section**

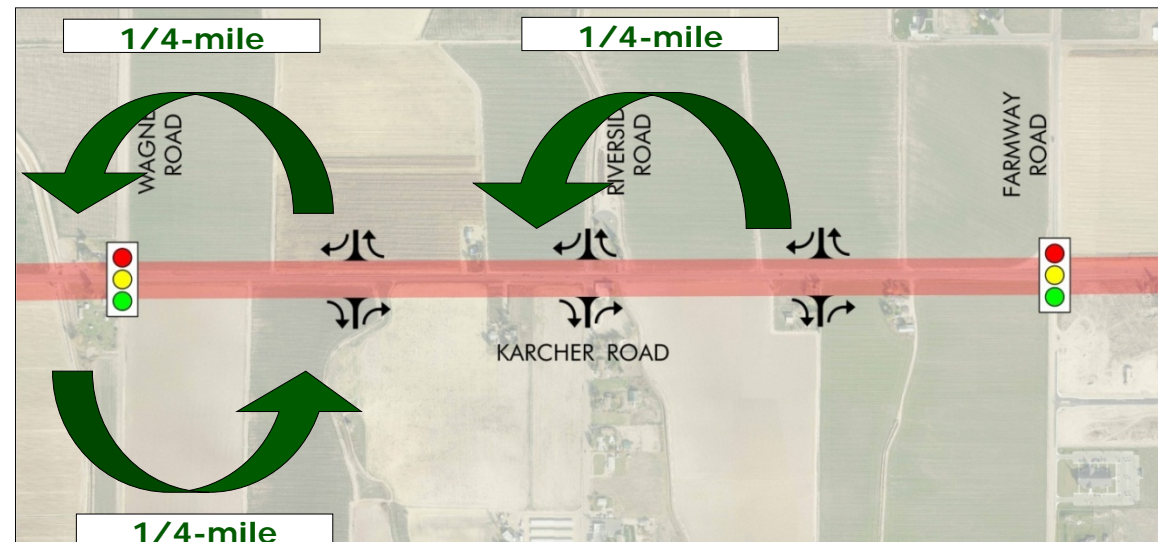


Full-access intersections would be spaced a minimum of one mile apart. Spacing of limited-access approaches would depend upon the development of the adjacent land. The AMP defined land development to be Rural, Urban/Suburban or Urban.

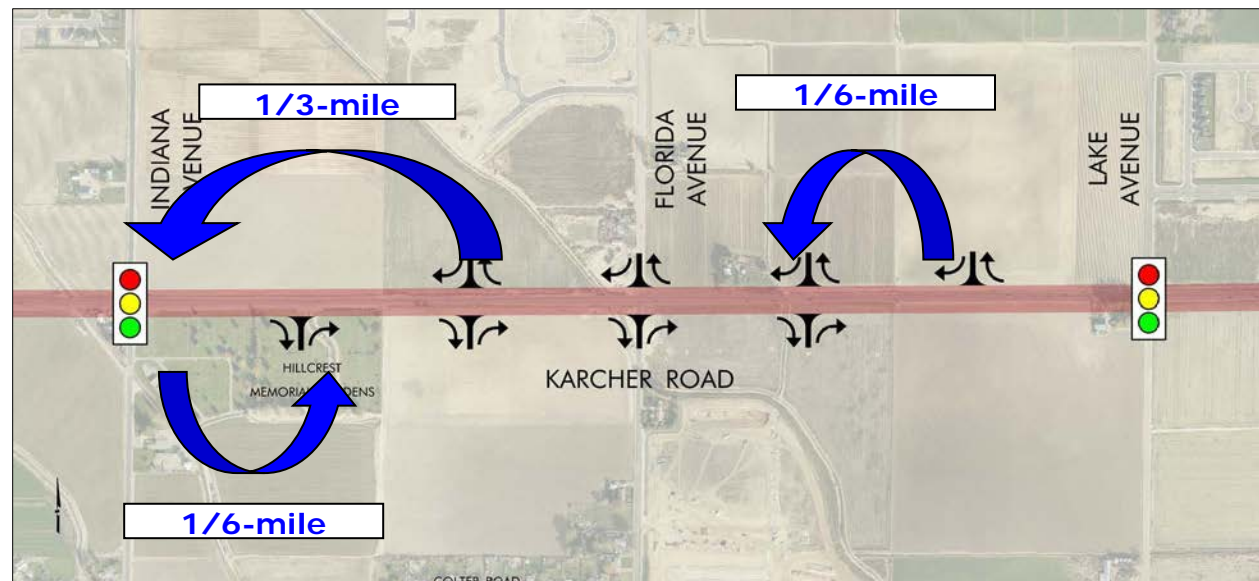
- Rural – Snake River Bridge to 10th Avenue (see **Figure 28** for a typical segment)
- Urban/Suburban – 10<sup>th</sup> Avenue to Middleton Road (see **Figure 29** for a typical segment)
- Urban – Middleton Road to Nampa-Caldwell Boulevard (see **Figure 30**)

Actual signalization of the intersections displayed in Figure 29 is dependent upon reaching traffic volumes supporting a signal warrant.

**Figure 28: Typical One-Mile Rural Segment – Wagner Road to Farmway Road**



**Figure 29: Typical One-Mile Urban/Suburban Segment – Indiana Avenue to Lake Avenue**







Signalization of the intersections displayed in **Figure 30** is scheduled for construction in 2016. The Access Management Plan was adopted by the City of Nampa on March 7, 2011, by Canyon Highway District No. 4 on April 27, 2001, and by Canyon County on October 4, 2011. The City of Caldwell was presented the AMP as an information item at two separate City Council meetings on December 7, 2009 and December 5, 2011.

**Figure 30: Urban Segment – Middleton Road to Nampa-Caldwell Boulevard**







## Regional Land Use and Environmental Conditions

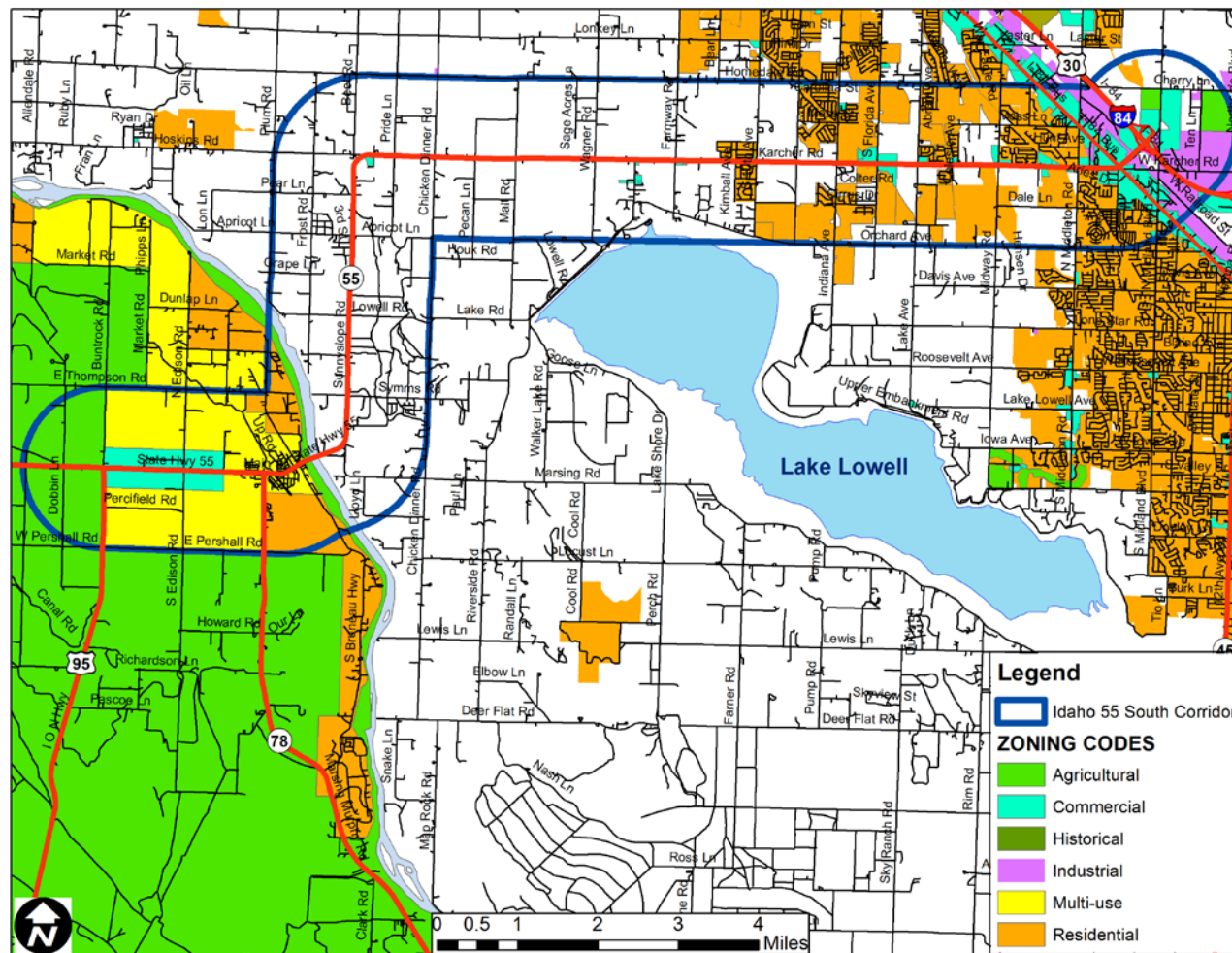
### ***Regional Land Use***

The land use in a highway corridor directly affects the traffic volumes traveling in and through that corridor. Changes in land use, and the effect upon traffic volumes, can be calculated with the ITE Trip Generation Manual.

Control of land use is accomplished through zoning restrictions. Zoning authority is vested in cities and counties under Idaho Statute Title 67, Chapter 65: Local Land Use Planning. **Figure 31 (see page 51)** illustrates the current land use zoning in the highway corridor. Along Nampa-Caldwell Boulevard (I-84 Business Loop), the zoning is predominantly commercial and industrial. The development pattern

along the eastern half of Karcher Road is commercial and residential zoning among fragmented agricultural parcels (in white). The western half of Karcher Road and all of Sunnyslope Road is almost exclusively agricultural. In Owyhee County, mixed-use, commercial and residential zoning is found east of U.S. 95.

Figure 31: Idaho 55 South Corridor Current Zoning



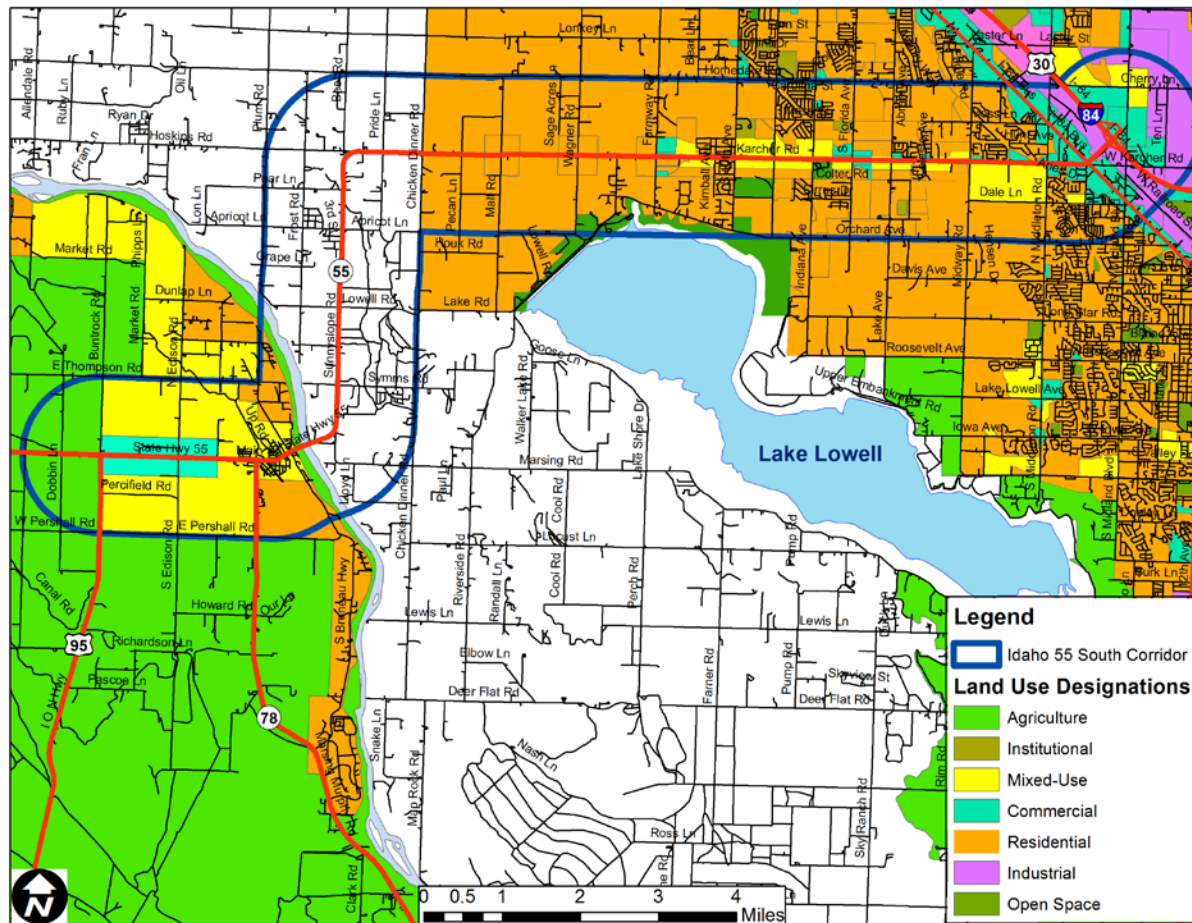


Economic use of land within the corridor in the year 2012 is presented in **Table 9**. Comprehensive Plans project land use up to 20 years in the future. The City of Caldwell Comprehensive Plan has a 2030 date while that for the City of Nampa has a 2035 date. The Owyhee County Plan did not have any changes from the current zoning. **Figure 32 (see page 53)** illustrates the expected long-range changes to land use in the corridor.

**Table 9: Idaho 55 South Corridor Economic Land Use**

<b>Land Use</b>	<b>Acres</b>	<b>Percent of Corridor</b>
Crops	13,587.2	60.8%
Fallow Cropland	1,407.3	6.3%
Pasture	2,897.4	13.0%
Developed	3,777.0	16.9%
Open Water	434.8	1.9%
Wetlands	11.1	0.0%
Barren	35.9	0.2%
Shrubland	211.4	0.9%
Evergreen Forest	0.2	0.0%
<b>TOTAL</b>	<b>22,362.3</b>	<b>100.0%</b>

Figure 32: Idaho 55 South Corridor Future Comprehensive Plan Land Uses



Converting irrigated farmland east of Chicken Dinner Road to residential, commercial and mixed-use zoning designations will increase traffic volume on the highway. Increased traffic volume will

require capacity expansion to keep highway LOS at minimum service levels. Projected traffic volumes are available in **Table 3** (see **page 35**).



### **Environmental Conditions**

Key environmental issues found within the Idaho 55 South Corridor were identified in an Environmental Scan (Appendix C). The key findings included:

Wetlands adjacent to Lake Lowell were identified in the National Wetlands Inventory (NWI). Additional wetlands may be associated with the Snake River and numerous irrigational canals and streams through the corridor.

The Snake River does not have an extensive flood zone boundary.

There are 31 underground storage tanks (UST) in the corridor, 10 of which are still in use. Eleven were leaking underground storage tank (LUST) sites but these have all been cleaned up.

There are three RCRA regulated facilities within the corridor.

There are no historic sites but there are two 6(f) properties and four 4(f) properties.

The Oregon Trail Southern Branch crosses the corridor in Owyhee County but there are no historic sites associated with it.

Three species have been identified as threatened or endangered in one or both counties in the study corridor area.

### **Population Forecasts**

In 2010, Canyon County had the second highest population and Owyhee County was the 25<sup>th</sup> when compared to the other 44 counties in Idaho. From 2000 to 2010, the population of Canyon County grew by 43.7 percent, the second largest growth rate in Idaho. Owyhee County population grew by 8.3 percent, the 24<sup>th</sup> largest growth rate in Idaho.

Over the last ten years, population growth within the entire Idaho 55 South Corridor was greater than the average growth of Canyon County but less than the average growth of Owyhee County. **Table 10** illustrates historic population growth and projected future population growth through 2035.

**Table 10: Idaho 55 South Corridor Population Forecast**

<b>Total Population</b>								
	1990	2000	2010	2015	2020	2025	2030	2035
Canyon County Corridor	6,503	8,438	15,721	21,001	26,803	30,131	32,901	36,885
Owyhee County Corridor	1,338	1,546	1,603	1,633	1,662	1,692	1,723	1,754
<b>TOTAL CORRIDOR</b>	<b>7,841</b>	<b>9,984</b>	<b>17,324</b>	<b>22,634</b>	<b>28,465</b>	<b>31,823</b>	<b>34,624</b>	<b>38,639</b>



Within the corridor, the number of houses in Canyon County has more than doubled in the last 20 years, but in Owyhee County it has increased by less than 20 percent. **Table 11** illustrates the historic count of houses and projected future housing growth through 2035.

Additional population attributes may be found in the Environmental Scan (Appendix C).

**Table 11: Idaho 55 South Corridor Housing Forecast**

Total Houses								
	1990	2000	2010	2015	2020	2025	2030	2035
Canyon County Corridor	2,428	3,273	6,051	8,083	10,316	11,597	12,664	14,197
Owyhee County Corridor	513	581	609	620	631	643	655	666
<b>TOTAL CORRIDOR</b>	<b>2,941</b>	<b>3,854</b>	<b>6,660</b>	<b>8,704</b>	<b>10,948</b>	<b>12,240</b>	<b>13,318</b>	<b>14,863</b>

## Public Process

ITD held three public meetings in Canyon and Owyhee counties to gather public input when preparing the Idaho 55 South Corridor Plan.

- In October 2008, ITD held a public meeting in Caldwell. Attendees identified specific improvements that are needed on Idaho 55 in Canyon County.
- In April 2009, ITD held a public meeting in Marsing. Attendees identified needed improvements on Idaho 55 in Owyhee County and western Canyon County.
- In September 2009, ITD held a follow-up public meeting in Caldwell. Attendees gave feedback on the draft access







management plan for Idaho 55 between Marsing and Nampa.

The meetings were attended by nearly 200 people. Commonly-heard comments and themes included:

- Address safety issues on Idaho 55.
  - Improvements should include rumble strips, larger stop signs or flashing lights at intersections that do not have a traffic light.
  - Provide safer access from side roads.
  - Comments that said the speed limit should be lowered were equal in number to those that said the current speed limit should be maintained
  - The junction of Idaho 78 and Idaho 55 should be widened.
  - There are large rocks on the roadside in the Sunnyslope area.
- Widen Idaho 55 to four or five lanes.
  - Karcher Interchange to Sunnyslope Road.
  - Karcher Interchange to Farmway Road.
  - Karcher Interchange to 10<sup>th</sup> Avenue.
- Add turn lanes or passing lanes where needed.
  - On Karcher Road.
  - Widen for turn lanes at Middleton Road and Riverside Road.
  - At major intersections (e.g., Farmway Road, Chicken Dinner Road, Montana Avenue, Indiana Avenue, Florida Avenue, Lake Avenue, Midway Road.)
  - Turn lanes for trucks on Idaho 55 and Edison Road.
- Add traffic lights where needed in Canyon County.
  - Indiana Avenue.
  - Florida Avenue.
  - Lake Avenue.
  - Midway Road.

Detailed summaries of public comments, including specific locations for improvements, are included as Appendix D to this document.





## Recommended Improvements and Capital Improvement Program

The Idaho Transportation Investment Program (ITIP) is a multi-modal program that includes highways, bridges, public transportation, railroads, aviation and non-motorized transportation. It is a five-year investment plan based upon the priorities of safety, mobility and economic vitality. The current ITIP covers projects scheduled from Fiscal Year 2014 (beginning July 1, 2013) through Fiscal Year 2017 (ending June 30, 2017). The ITIP – which is updated annually – is available at <https://itd.idaho.gov/itip/>.

The outcome of a corridor plan is to recommend improvements that will be included in a future ITIP. Some of the improvements identified have already been incorporated into the ITIP.

ITD Director's Memorandum Number 22 limits improvement project recommendations to those that can be funded for construction in the next ten years with available funding. Longer term needs will only be identified for future consideration.

Improvement projects are separated into three categories: Early Development (as part of a different project), Safety and Operations, and Expansion. Expansion projects are the most expensive of the three categories.

**Table 12 (see page 58)** shows projects within the Idaho 55 South Corridor that are recommended for inclusion in the ITIP through year 2025.

The intersection of Homedale Road and Indiana Avenue was ranked as the 5<sup>th</sup> highest statewide non-interstate intersection in the HAL list. Intersection safety improvements are scheduled for construction in 2014. Canyon County Highway District #4 will be the lead agency with some work also being done by the City of Caldwell. Future recommendations to be included in the next update of the Idaho 55 South Corridor Plan include determining:

- Are turn lanes warranted at the following intersections west of South 10<sup>th</sup> Avenue: Kimball Avenue, Wagner Road, Pecan Lane and Chicken Dinner Road?
- Are turn lanes warranted at the Idaho 78 and Edison Road intersections in Owyhee County?
- Are signals warranted at the intersections of Farmway Road, Wagner Road, Malt Road or Chicken Dinner Road?
- Does present/future LOS warrant expansion from two to four lanes west of South 10<sup>th</sup> Avenue?

**Table 12: Recommended ITIP Idaho 55 Corridor South Projects Through 2025**

PRIORITY	CATEGORY	Beginning Milepost	Ending Milepost	PROJECT DESCRIPTION	Year Scheduled
Low	Early Development	1.997	2.605	Map Stormwater Drainage as part of any future 3R Pavement Reconstruction project.	--
Medium	Safety & Operations	1.997	1.997	Reconstruct intersection of Idaho 55 (Main Street) and Idaho 78 (8th Avenue West) to accommodate WB-62 size vehicles and correct offtracking.	--
High	Safety & Operations	2.605	2.749	Replace Snake River Bridge. Sufficiency Rating is under 50.	2017
Medium	Safety & Operations	7.113	7.113	Install left-turn bays and right-turn lanes at Pride Lane intersection.	--*
High	Safety & Operations	10.114	10.114	Install left-turn bay and right-turn lane at Riverside Road intersection.	--*
High	Expansion	11.621	15.476	[Stage 1] Increase total lanes on Karcher Road between Middleton Road and Midway Road from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	11.621	15.476	[Stage 2] Increase total lanes on Karcher Road between Midway Road and Lake Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	11.621	15.476	[Stage 3] Increase total lanes on Karcher Road between Lake Avenue and Indiana Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**

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High	Expansion	11.621	15.476	[Stage 4] Increase total lanes on Karcher Road between Indiana Avenue and South 10th Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	16.766	16.766	Connect second lane southbound on Midland Boulevard as a through lane into the interchange.	--
High	Safety & Operations	12.625	12.625	Intall signal light and right turn lanes at Indiana Avenue intersection.	2016***
High	Safety & Operations	13.629	13.629	Intall signal light and right turn lanes at Lake Avenue intersection.	2016***
High	Safety & Operations	14.545	14.733	Intall signal light and right turn lanes at Midway Road intersection.	2016**
High	Expansion	15.455	15.818	Improve intersection at Middleton Road and increase number of lanes on Karcher Road west of Sundance Road from two to four.	2014**
High	Safety & Operations	16.154	16.154	Improve intersection at Nampa-Caldwell Boulevard to address high HAL list ranking.	2016**

\* Previously programmed under Key Number 06197. Removed from the FY 01-05 STIP on September 9, 2000.

\*\* Recommended in the City of Nampa Citywide Transportation Plan dated April, 2012.

\*\*\* Recommended in the 2030 City of Caldwell Comprehensive Plan.



## Conclusions

The Idaho 55 South Corridor Plan in Owyhee and Canyon Counties evaluated the current and projected future conditions on and adjacent to Idaho 55 between mileposts 0.000 to 16.766. A list of recommended projects for the next ten years was produced, as well as a watch list of tasks for the next update of the corridor plan.

Improvements to the planning process for the next corridor plan update include a new statewide traffic model and a statewide economic model. The IPlan program should also increase the quantity and timeliness of spatial data.



## Data Sources

### IN ORDER OF APPEARANCE

- Figure 1: Imagery – United States Department of Agriculture. “Digital Orthoimagery Series of Idaho (2011, 1-meter, Natural Color + IR)”. Served through <http://cloud.insideidaho.org/arcgis/services> under name of “imageryBaseMapsEarthCover/2011\_1m\_idaho”.
- Idaho Transportation Department. “MilePostSigns”. Theoretical State Highway Milepost locations. Generated by dynamic segmentation.
- Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.
- Corridor Boundary – Buffer from “B04\_State\_Highway\_Routes”, above.
- Route History: Minutes Of The Idaho Board of Highway Directors and the Idaho Transportation Board (June 1951 – present).
- Single Entry Minute Record of Contracts Awarded By The Idaho Board of Highway Directors and the Idaho Transportation Board (January 1951 – July 1964).
- Official Highway Map of Idaho Issued by The Idaho Department of Highways, 1959.
- State of Idaho, Department of Public Works, Minute Books of the Commissioner of Public Works (May 1913 – December 1950).
- Figure 2: Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.
- United States Census Bureau. TIGER/Line Shapefile, 2009, Canyon County, ID.
- Table 1: Idaho Transportation Department, Roadway Data Section. “AADT2011”.
- 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
- Idaho Transportation Department. Transportation Asset Management System (TAMS).
- Idaho Transportation Department. Construction Plan Sheet Sets.
- Idaho Transportation Department. Right-of-Way Microfiche Documents.
- Figure 3: United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.



Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.

Bureau of Land Management. “SMA\_BLM\_LANDS”.

Idaho Department of Lands. “IDL\_ownership”.

United States Fish and Wildlife Service. “WildRefuge”.

Figure 4: Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.

United States Geological Survey. “National Elevation Dataset, 10-meter Digital Elevation Model”.

Figure 5: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/238/index.html>

Figure 6: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/238/index.html>

Figure 7: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>

Figure 8: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>

Figure 9: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>

Figure 10: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>

Figure 11: Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.

City of Nampa. “PRKS\_TrIsGrnwys”.

City of Caldwell. “Caldwell\_Trails”.

Figure 12: Imagery – United States Department of Agriculture. “Digital Orthoimagery Series of Idaho (2011, 1-meter, Natural Color + IR)”. Served through <http://cloud.insideidaho.org/arcgis/services> under name of “imageryBaseMapsEarthCover/2011\_1m\_idaho”.

Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.

Corridor Boundary – Buffer from “B04\_State\_Highway\_Routes”, above.

Airports - National Transportation Atlas Databases (NTAD) 2008.

Figure 13: 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.



Table 2:	ITD Roadway Design Manual, Section 335.06 Level of Service
Figure 14:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 15:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 16:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 17:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 18:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 19:	Idaho Transportation Department. <a href="http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html">http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html</a> 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Table 3:	Idaho Transportation Department, Roadway Data Section. "AADT2011". 2011 Annual Average Daily Traffic (AADT) Idaho Transportation Department. Transportation Asset Management System (TAMS) Community Planning Association of Southwest Idaho (COMPASS). Communities in Motion (CIM) 2040 Traffic Model. 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
Figure 20:	Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation. Idaho Transportation Department, Office of Highway Safety. "Crashes_2011" and "Crashes_2010" and "Crashes_2009". Idaho Transportation Department. "Lakes_Reservoirs". United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.





United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.

United States Geological Survey. "SnakeRiver".

Table 4: Idaho Transportation Department. "2012 High Accident List (HAL)".

Idaho Transportation Department. "FY 13-17 Idaho Transportation Investment Program (ITIP)".

Table 5: Idaho Transportation Department. "2012 High Accident List (HAL)".

Idaho Transportation Department. "FY 13-17 Idaho Transportation Investment Program (ITIP)".

Figure 21: Idaho Transportation Department. "B04\_State\_Highway\_Routes". Generated by dynamic segmentation.

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Idaho Transportation Department, Office of Highway Safety. "Crashes\_2011" and "Crashes\_2010" and "Crashes\_2009".

United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

Figure 22: Idaho Transportation Department. "B04\_State\_Highway\_Routes". Generated by dynamic segmentation.

Idaho Transportation Department. "Lakes\_Reservoirs."

Idaho Transportation Department, Office of Highway Safety. "Crashes\_2011" and "Crashes\_2010" and "Crashes\_2009".

United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

Figure 23: Idaho Transportation Department. "B04\_State\_Highway\_Routes". Generated by dynamic segmentation.

Idaho Transportation Department, Office of Highway Safety. "Crashes\_2011" and "Crashes\_2010" and "Crashes\_2009".

United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.

United States Geological Survey. "SnakeRiver."

Figure 24: Idaho Transportation Department. ITD Pavement Rating Manual 2010



- Figure 25: Idaho Transportation Department. ITD Pavement Rating Manual 2010
- Table 6: Idaho Transportation Department. “Transportation Asset Management System (TAMS)”.
- Table 7: Idaho Transportation Department. “Transportation Asset Management System (TAMS)”.
- Table 8: <http://adminrules.idaho.gov/rules/2000/39/0342.pdf>
- Figure 26: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 27: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 28: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 29: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 30: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 31: Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.  
Idaho Transportation Department. “Lakes\_Reservoirs”.  
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Owyhee County Clerk. “zoning classes”.  
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United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.  
United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.
- Figure 32: Idaho Transportation Department. “B04\_State\_Highway\_Routes”. Generated by dynamic segmentation.  
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Table 9: United States Department of Agriculture, National Agricultural Statistics Service. “2012 Idaho Cropland Data Layer”.  
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Table 10: United States Census Bureau. 1990 Census Summary Text File 1A, 1B and 2A.  
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Canyon County projections - COMPASS “CIM2040officialincrements”.  
Owyhee County projections - continued from 2000 – 2010 growth trend line.

Table 11: United States Census Bureau. 1990 Census Summary Text File 1A, 1B and 2A.  
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United States Census Bureau. 2010 Census Summary File 1. 2010 Census Summary File 2. “tl\_2011\_16\_tabblock”, TIGER/Line Shapefile, 2011, state, Idaho, Current Block State-based.  
Canyon County projections - COMPASS “CIM2040officialincrements”.  
Owyhee County projections - continued from 2000 – 2010 growth trend line.

Table 12: Idaho Transportation Department. “FY 13-17 Idaho Transportation Investment Program (ITIP)”.  
Idaho Transportation Department. “2012 High Accident List (HAL)”.



City of Nampa. "Citywide Transportation Plan, April 2012".

City of Caldwell. "2030 City of Caldwell Comprehensive Plan".



## **APPENDIX A: Idaho 55 South Corridor Turn Lane Warrant Study**

See attached appendix.



## **APPENDIX B: Idaho 55, Marsing to Nampa, Access Management Plan**

See attached appendix.



## **APPENDIX C: Idaho 55 South Corridor Environmental Scan**

See attached appendix.



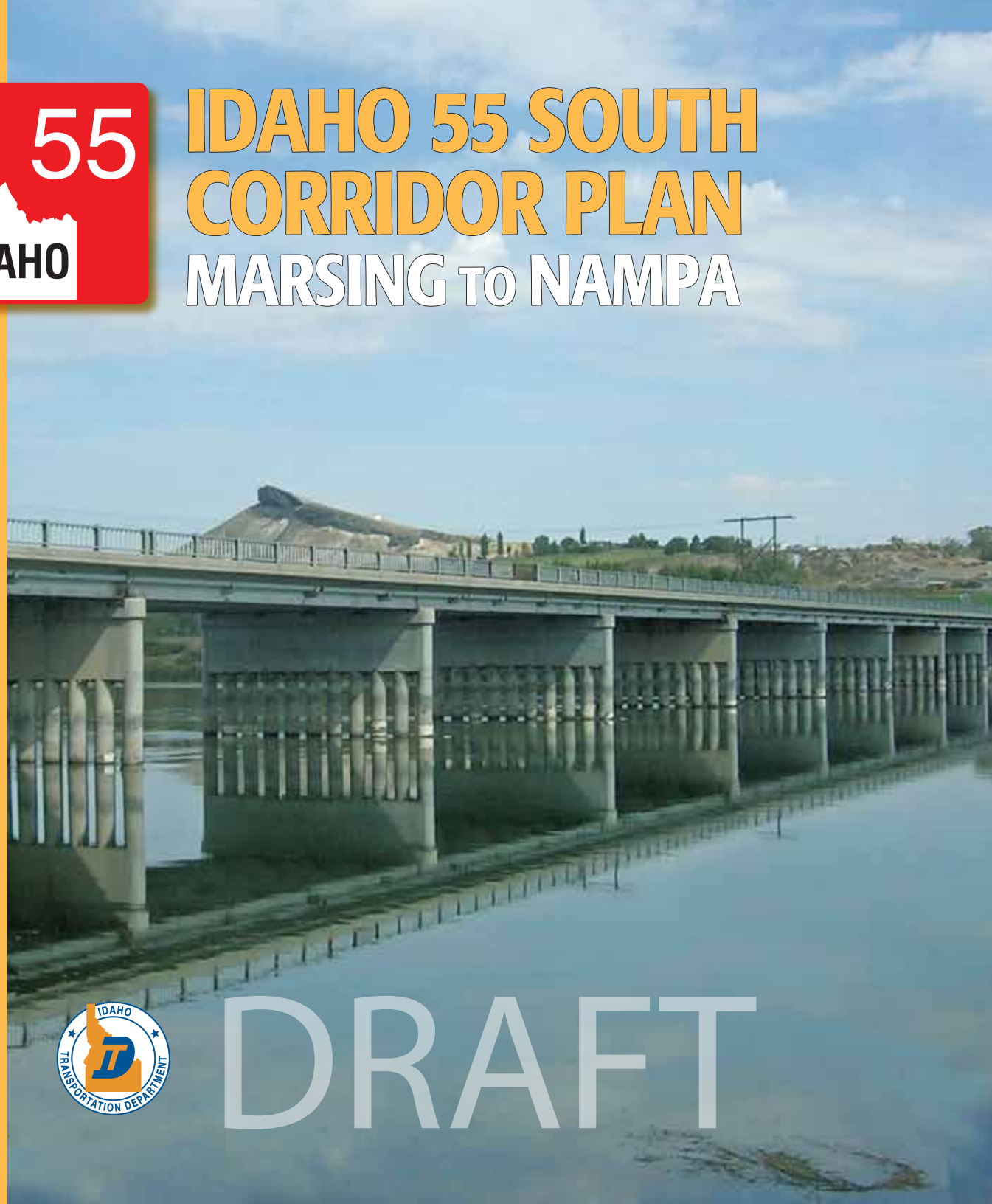


## **APPENDIX D: Idaho 55 South Corridor Public Involvement**

See attached appendix.



# IDAHO 55 SOUTH CORRIDOR PLAN MARSING TO NAMPA



**For more information** about the Idaho 55 Corridor Study, visit [itd.idaho.gov](http://itd.idaho.gov) and select *Projects*, *Southwest Idaho* and *Idaho 55 Corridor Study*, or contact:

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# DRAFT